Council Assessment Panel
Agenda & Reports

20 April 2026

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
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City of Norwood Payneham & St Peters

14 April 2026

To all Members of the Council Assessment Panel:

- Mr Stephen Smith (Presiding Member)
- Mr Julian Rutt
- Cr Sandy Wilkinson
- Mr Paul Mickan (Deputy Member)
- Mr Mark Adcock
- Mr Ross Bateup
- Cr Kester Moorhouse (Deputy Member)

NOTICE OF MEETING

I wish to advise that pursuant to Clause 1.5 of the Meeting Procedures, 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 April 2026, commencing at 6.30pm.

Please advise Daniella Hadgis on 8366 4508 or email dhadgis@npsp.sa.gov.au if you are unable to attend this meeting or will be late.

Yours faithfully



Geoff Parsons
ASSESSMENT MANAGER

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City of Norwood Payneham & St Peters

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VENUE Council Chambers, Norwood Town Hall

HOUR 6.30pm

PRESENT

Panel Members
Mr Stephen Smith
Mr Mark Adcock
Mr Ross Bateup
Mr Julian Rutt
Cr Sandy Wilkinson

Staff
Geoff Parsons – Assessment Manager
Kieran Fairbrother - Senior Urban Planner
Ned Feary – Senior Urban Planner
Callum Hastie - Urban Planner
David Brown – Heritage Advisor
Daniella Hadgis – Administration Officer

APOLOGIES

ABSENT

1. COMMENCEMENT AND WELCOME

2. APOLOGIES

3. CONFIRMATION OF THE MINUTES OF THE MEETING OF THE COUNCIL ASSESSMENT PANEL HELD ON THE 16 MARCH 2026

4. DECLARATION OF INTERESTS

5. DEVELOPMENT APPLICATIONS – PDI ACT

5.1 DEVELOPMENT NUMBER – 25030684 - PENFOLD BUILDING GROUP PTY LTD C/O FUTURE URBAN - 93 PORTRUSH ROAD EVANDALE SA 5069

DEVELOPMENT NO.:	25030684
APPLICANT:	Penfold Building Group Pty Ltd c/o Future Urban
ADDRESS:	93 PORTRUSH RD EVANDALE SA 5069
NATURE OF DEVELOPMENT:	Construction of a single building comprising two warehouse tenancies
ZONING INFORMATION:	**Zones:** • General Neighbourhood **Overlays:** • Airport Building Heights (Regulated) • Affordable Housing • Hazards (Flooding - General) • Major Urban Transport Routes • Prescribed Wells Area • Regulated and Significant Tree • Stormwater Management • Traffic Generating Development • Urban Tree Canopy
LODGEMENT DATE:	15 Oct 2025
RELEVANT AUTHORITY:	Assessment panel/Assessment manager at City of Norwood, Payneham and St. Peters
PLANNING & DESIGN CODE VERSION:	P&D Code (in effect) Version 2025.19 9/10/2025
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	Yes
RECOMMENDING OFFICER:	Edmund Feary - Senior Urban Planner
REFERRALS STATUTORY:	Commissioner of Highways
REFERRALS NON-STATUTORY:	Senior Traffic Engineer: Rebecca Van Der Pennen City Arborist: Matthew Cole

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APPENDIX 1:	**Relevant P&D Code Policies**	**ATTACHMENT 3:**	**Representations**
ATTACHMENT 1:	**Application Documents**	**ATTACHMENT 4:**	**Prescribed Body Responses**
ATTACHMENT 2:	**Subject Land, Locality & Zoning Map**	**ATTACHMENT 5:**	**Internal Referral Advice**

DETAILED DESCRIPTION OF PROPOSAL:

The application seeks for construction of a two-storey warehouse building (containing two tenancies) on the site of an existing detached dwelling. Each warehouse would have a gross leasable floor area (GLFA) of 258m^2, for a total of 516m^2 across the site as a whole.

Each warehouse includes a kitchenette, an accessible toilet and an office area of 14m^2. The two warehouses would share four parking space in-front of the site, but would each have internal loading areas.

A deck with a verandah above it, and landscaping is provided at the rear of the site. There is a significant tree (*Corymbia citriodora* / Lemon Scented Gum) on neighbouring land to the rear, at 49 Llandower Avenue, Evandale.

The proposed warehouses include significant boundary walls along both side boundaries. These walls are 27.4m long and up to 9m high from natural ground level (8m from the finished floor level). To the street, the buildings have substantial glazing across both levels, and a large roller door (some 4m high).

BACKGROUND:

The application was submitted on the 1st of October 2025, and verified on the 8th of October. Lodgement occurred on the 16th of October and referral to the Commissioner of Highways was commenced. The Commissioner of Highways issued a Request for Information on the 21st of October, relating primarily to the widening of the access point, and conflicts with the side entry pit. This issue was resolved, though administration objected to the proposed land use.

Following some further discussions, the application underwent public notification between the 5th and 25th of February 2026, with four (4) representations received. All of these representations were supportive, and two nominated that they wished to be heard.

SUBJECT LAND & LOCALITY:

Site Description:

Location Reference: 93 Portrush Road, Evandale, SA 5069		
Title ref: CT5820/437	**Plan Parcel:** F135281AL30	**Council:**City of Norwood Payneham & St Peters

Shape:	rectilinear
Frontage Width:	18.29m
Area:	908.6m^2
Topography:	fall towards the rear of the site of approximately 700mm
Existing Structures:	detached dwelling (bungalow) and outbuilding
Existing Vegetation:	grass only on-site, though there is a significant tree on neighbouring land and a significant street tree in the verge.

Locality

A locality for the site is shown on the map in **Attachment 2**. This extends:

- Approximately 70m south to Bakewell Road;
- Approximately 100m to the north to #83 Portrush Road (an existing motor repair premises);

- Properties on the opposite (eastern) side of Portrush Road between Tarcoma Avenue and Luhrs Road; and
- Properties to the west of the site from 62 Bakewell Road to 41 Llandower Avenue.

This locality has a mix of land uses, including:

- A childcare centre immediately to the south of the subject site;
- A retail fuel outlet immediately to the north of the subject site;
- A motor repair station at 83 Portrush Road; and,
- Three (3) offices or consulting room buildings in former dwellings.

It is also noted that the northern boundary of the subject site is a zone boundary, with sites to the north of this site being in the Employment Zone, while the subject site, and those to the south, are in the General Neighbourhood Zone. Allotments that do not have a frontage to Portrush Road are in the Established Neighbourhood Zone.

Just outside this locality, to the south, is a small shopping centre. This is located within the Suburban Main Street Zone. The opposite (eastern) side of Portrush Road is entirely within the General Neighbourhood Zone in this section.

Nonetheless, of the twenty five (25) properties in the locality as defined here, eighteen (18) are residential in their use (72%), albeit that the immediate section of the locality, fronting Portrush Road on the western side, is more heavily non-residential in its use than other parts of the locality.

The character of the locality is heavily influenced by Portrush Road, being a major arterial road and freight corridor, with an estimated traffic volume of 35,800 vehicles per day (7.5% of which are commercial vehicles). The high speeds and traffic volumes on Portrush Road limit its residential character despite the number of residential properties noted above. Nonetheless, a clearly residential character with a relatively high degree of amenity is present on Llandower Avenue to the rear of the site.

The verges on Portrush Road are relatively narrow, with limited tree canopy coverage, though this is being addressed by recent infill planting.

Overall, the locality's amenity varies throughout, though is generally low along Portrush Road.

CONSENT TYPE REQUIRED:

Planning Consent

CATEGORY OF DEVELOPMENT:

- **PER ELEMENT:**
  Warehouse: Code Assessed - Performance Assessed
- **OVERALL APPLICATION CATEGORY:**
  Code Assessed - Performance Assessed
- **REASON**
  P&D Code; No other pathway

PUBLIC NOTIFICATION

- **REASON**

Warehouse is not an exempt form of development in General Neighbourhood Zone Table 5.

- **LIST OF REPRESENTATIONS**

Surname	First Name	Address	Position	Wishes to be heard?
Lewis	Timothy		Support	No
Simpson	Bella		Support	Yes
Shaw	Will		Support	Yes
Hatch	Simon		Support	No

Please note that as no representors are within the locality of the development site, no representation map has been provided.

- **SUMMARY**

Representors were uniformly supportive of the proposal, expressing the following key points:

- The development was compatible with Portrush Road's status as an arterial road;
- It will provide business and employment opportunities;
- The arterial road constrains what other land uses may be appropriate; and,
- The development would resolve an existing safety issue as the existing site access arrangement requires a reversing movement onto Portrush Road.

The full representations are provided in **Attachment 3.**

AGENCY REFERRALS

- Commissioner of Highways

The Commissioner of Highways advised in their referral response that they have no objection to the proposal, subject to six conditions. This includes the following:

- All vehicles shall enter and exit the site in a forward direction;
- The largest vehicle permitted on-site shall be restricted to a 6.4m Small Rigid Vehicle (SRV); and,
- The side entry pit adjacent to the access shall be modified and relocated to accommodate the access point.

INTERNAL REFERRALS

- Senior Traffic Engineer, Rebecca Van Der Pennen

Council's Senior Traffic Engineer has reviewed the proposal and advised that they have no major concerns with the proposal. Nonetheless, they noted the need for relocation of verge infrastructure, and that no separate pedestrian connection has been provided from the footpath on Portrush Road, to the warehouses.

- City Arborist, Matthew Cole

Council's City Arborist has reviewed the proposal to consider the extent of possible damage to the regulated trees near the subject site, specifically the significant *Corymbia* to the rear of the site, and the significant *Angophora costata* street tree. His advice is provided in **Attachment** 5 and considered in the *Planning Assessment* below.

PLANNING ASSESSMENT

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

Land Use & the Question of Seriously at Variance

Consideration of Zone Policy

The site is in the General Neighbourhood Zone, which includes the following Desired Outcome (DO1):

> *Low-rise, low and medium-density housing that supports a range of needs and lifestyles located within easy reach of services and facilities. Employment and community service uses contribute to making the neighbourhood a convenient place to live without compromising residential amenity.*

Desired Outcomes are not policies *per se*, rather, they provide a lense through which to understand the associated Performance Outcomes (PO's) which is what the development is ultimately assessed against. Each of these policies (relating to land use) will be considered in turn.

PO 1.1 states:

> "*Predominantly residential development with complementary non-residential uses that support an active, convenient, and walkable neighbourhood."*

This policy presents as a "two-legged test" for non-residential development: a development should be both "complementary" *and* "support an active, convenient, and walkable neighbourhood". It is clear from both this policy, and the lens of the DO, that non-residential development is envisaged in some circumstances, but only where this is appropriate in light of other factors.

The notion of "complementary" is somewhat challenging in this instance, since it is not entirely clear whether this is intended to mean complementary in terms of impacts (or lack thereof), or in terms of supporting the neighbourhood (though the second test clearly addresses the latter in any event).

Regarding those impacts, the development would do little to undermine a character of the neighbourhood, as this character is dominated by Portrush Road. Noise impacts would likely be relatively limited, and vehicle movements would be well separated from any neighbouring residents. This is also true of built form impacts, though this will be discussed in further detail below.

Therefore, if the primary consideration relates to impacts, the development may "pass" this first part of the test. However, if the test is whether it is "complementary" to the neighbourhood in supporting its day-to-day life, this would not be the case. Warehousing encourages larger, commercial vehicle movements that detract from residential amenity and walkability, and warehousing does not provide services that the community would generally access. Thus, whether or not complementary is supposed to reflect impacts, a warehouse, by its nature, is not conducive to an "active, convenient and walkable neighbourhood".

To further this, the question of what is meant by "active, convenient and walkable neighbourhood", or at least the "active" component, was considered by Commissioner Nolan in *Jahk Enterprises Pty Ltd ATF Jahk Trust V Assessment Panel Of The Corporation Of The City Of Campbelltown [2023] SAERDC 6* at [68]-[71]. The following at [70]-[71] is relevant:

> *By my assessment "active" likely refers to the planning concept (and evident in some of the previous Development Plans) of an activated streetscape. In planning terms this was generally understood to mean a development which provides or allows interaction with the public (i.e. illuminated or colourful windows instead of blank walls to the public realm), a use whereby people come and go regularly to encourage pedestrian activity on the street including the opportunity for activity to occur out of hours and introduce passive surveillance.*
>
> *The manner in which PO 1.1 is expressed requires all three elements to be met if that portion of the PO is to be satisfied.*
> *However, given failure to meet any individual PO is not, of itself, fatal to any application, the intended meaning of the word "active" is not determinative in this matter.*

The proposed development is generally not consistent with such an "active" neighbourhood, as its nature is not consistent with public interactions in the manner outlined above.

Nonetheless, that "active, convenient and walkable neighbourhood" is somewhat undermined by the nature of Portrush Road. This will be considered further below, but in essence, it is considered that proposal does not satisfy PO 1.1.

PO 1.2 states:

> "*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 facilities, community centres, places of worship, childcare facilities 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."*

Part a. appears to be the relevant part of this policy. Notably, this does not limit uses to shops, offices and consulting rooms, but it appears to again be a two-legged test:

1) That the development be located and designed to improve community accessibility to services; and,
2) That the development be small scale.

The Zone does envisage (such as in DPF 1.1) a series of non-residential uses which may be appropriate in the Zone. This list involves services which are used by people in the ordinary course of their day-to-day life such as shops and consulting rooms (as discussed above). It does not include warehouses, and warehousing is a very different kind of use from the uses which are envisaged. Warehousing is not a service generally accessed by the community, and therefore, the development does not "improve community accessibility to services".

Regarding scale, it is noted that warehouses are often relatively low-intensity uses (though this is changing in some larger businesses with the rise of same-day-shipping and other changes in the logistics sector). In the context of warehousing, a ~250m^2 floor area is small scale, though it is beyond the floor area envisaged for shops, offices and consulting rooms in General Neighbourhood Zone DPF 1.2. Nonetheless, floor area is not a direct measure of scale (though that DPF seeks to use it as an analogue of this), and the general intensity of the use is relevant. A warehouse is a lower intensity use than shops, offices and consulting rooms, and therefore its scale is not in itself unreasonable.

PO 1.3 states:

> *"Non-residential development sited and designed to complement the residential character and amenity of the neighbourhood."*

As outlined in the locality section, the locality does not have an especially strong residential character, at least along Portrush Road. The use would do little to detract from this further given its already degraded state.

The question of what the "neighbourhood" should be construed as, may be relevant in considering this. In *Minicozzi (Osmond Terrace) Pty Ltd V The City of Norwood Payneham & St Peters Assessment Panel [2024] SAERDC 18,* this question was considered to some degree at [9]-[19], although Commissioner Nolan did not provide particular guidance on how one might determine a "neighbourhood" as distinct from a locality. The following, at [18] reflects the conclusion of this consideration as it pertained to that case:

> *"I am persuaded that, in this instance, the locality and neighbourhood are sufficiently coincident such that the characteristics evident in the locality form a suitable basis for this assessment.*
> *Such approach quite properly captures all the relevant policy considerations applicable in this matter. Whether the locality constitutes the whole of the neighbourhood (as per Mr Osborn's oral evidence) or only part of it (as per Mr Thomson's written evidence), areas beyond it are too removed from the Subject Land to assist me given the specific issues and circumstances relevant to this matter."*

A similar consideration is made here; in that determining a separate "neighbourhood" would not readily assist the assessment and instead attributes evident in the locality can be extrapolated as applying to the "neighbourhood".

PO 1.4 states:

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

This is also somewhat challenging, though mainly due to the fact that it does not make grammatical sense. An identical policy exists in the Established Neighbourhood Zone (PO 1.2 of that Zone, while PO 1.2 of the General Neighbourhood Zone is identical to PO 1.4 of the Established Neighbourhood Zone), and was considered by the ERC Court in *Minicozzi* at [145]-[151]:

> *The Council submitted that there was a word missing in Zone PO 1.2 such that it should be read as "... access to services and are of a scale ...". The PO, therefore, has two tests requiring consideration.*
>
> *The Appellant disagreed. The PO did not, it said, seek an assessment of whether community access was improved by the establishment of offices, shops or consulting rooms, that test appears at Zone PO 1.4. Notwithstanding the dual scale and locational criteria expressed in DPF 1.2 its corresponding PO, it submitted, sought to deal only with aspects of scale and type (of office, shop and consulting room development). Under this approach Zone DPF 1.2 has no role in the assessment of the Proposed Development against Zone PO 1.2 other than those considerations involving scale, type and amenity.*
>
> *I agree the wording of Zone PO 1.2 is uncomfortable and is more akin to a strategic intent rather than a policy (in the form of a PO) against which a development can be meaningfully assessed. It is most unhelpful terminology and was the subject of significant debate and analysis particularly in the context of DPF 1.2.*
>
> *I agree with the Appellant that Zone PO 1.2 is merely stating that commercial activities improve access to services, albeit in a clumsy fashion. The locational guidance provided by Zone DPF 1.2 therefore does nothing more than identify circumstances (including locations) where amenity may likely be maintained in accord with Zone PO 1.2.*
>
> *This does not mean, however, that the locational goals of main road frontage or proximity to centres are not relevant considerations in the assessment of Zone PO 1.4 in respect of whether the Proposed Development is located to improve community accessibility to those services. I have concluded the Subject Land is not so located. I do not, nor do I need to, rely on Zone DPF 1.2 to reach those conclusions, they are fundamental to a proper planning assessment of the Proposed Development against the Code as a whole.*
>
> *Whilst it is unnecessary for me to take this matter further it would assist in the assessment of other applications for planning consent that the terms, and intent, of Zone PO 1.2 be clarified. I agree with the Appellant that Zone PO 1.2 does not seek an assessment of whether commercial activities improve community access.*

This is to say that PO 1.4 of the General Neighbourhood Zone is not intending to assess community access services- because PO 1.2 has already done this. Therefore, it is a question of whether it is "of a scale and type to maintain residential amenity". Given the lack of residential amenity along Portrush Road, the development does not further undermine this.

Impact of Adjoining Zone

As noted above, the site abuts the Employment Zone to the immediate north of the subject site. The applicant's planning opinion (**Attachment 1**) submits the following:

> *the land abutting the site to the north is, as previously mentioned, within the Employment Zone, which envisages warehouse uses, as well as other high intensity uses.*

The Environment, Resources and Development Court has provided guidance with respect to land use appropriateness at the boundary of two zones, with the decision of Newarc Pty Ltd v City of Marion [2008] being the most instructive and recognising that "where development is proposed near the boundary between two zones, regard should also be had to the provisions of the adjoining area."

To this end, the proposed land use can be considered appropriate within the context of this locality and zone interface;

Para 13 of applicant's legal opinion:

Further, the case law has made it abundantly clear that the amenity of land located on the boundary of a zone is very different to that which is located in the heart of the same zone.

It is noteworthy that these cases refer primarily to amenity or character impacts, not the fundamental question of land use. On land use, the applicant cites *Jury v Campbelltwon & Ors [2005] SAERDC 113.* This case concerned the construction of a service trade premises in the Residential Zone on Glynburn Road, with similar issues as to neighbouring zones and the impact of an arterial road. Paragraph 33 of that judgement is as follows:

"Were the subject land to be assessed for its suitability for the proposed use, without any knowledge of the position of zone boundaries, its location on a major arterial road, and the context created by commercial development to the north, south and west, would suggest the site was highly suitable for that use, and not well-suited to residential use. Conversely, the amenity of occupants of any residential development on the subject land is likely to be substantially compromised by the latter's physical and land use context. These considerations suggest to me that the zoning of the subject land is anomalous, and that, notwithstanding Mr Manos' submissions regarding the proposal's inconsistency with the overall intent, purpose and desired character of the zone, the site's land use setting, and its location on the periphery of a large Residential Zone, render the subject proposal a more suitable use of that land than residential development. As Besanko J observed in City of Unley v Hall and Others 2002 EDLR 491 at para 54:

'The decision in City of Mitcham v Freckmann and Ors does not suggest that a conclusion that the proposed development is not consistent with the overall intent, purpose and desired character of the zone is necessarily decisive of the matter. There may be a number of other relevant factors. For example, the existing characteristics of the land may mean the objectives and principles of development control have very little relevance. Further, the proposed development must be judged in its historical and factual context.'"

However, any decision to simply disregard the provisions of the Zone should be tempered. In this respect, the opinion of Bleby J in *Alexandrina Council v Strath Hub Pty Ltd [2003] SASC 382* at paragraphs [35] and [39] is relevant:

35. *Considering a Development Plan as a flexible, advisory planning policy document and as a practical guide for practical application, and not as a mandatory legal statute, is an acceptable and sensible way of approaching a Development Plan. However it does not enable the Objective and the essential Principles of Development Control to be ignored simply because the view is taken that the Objective of the plan is unlikely to be achieved for various reasons. To consent to a sub-division of more than one-third of the area of the Zone without any certainty as to whether, where or when a golf course might be created is to compromise the whole objective of the Zone and to render that objective less likely to be achievable.*
39. *Nor is it any answer to ignoring the Objective and the Principles of Development Control to say that the Objective of the plan cannot be or is unlikely to be achieved. On the evidence before him it was not open to the Commissioner to make such a finding.*
But even if it were, it is not open to a planning authority to ignore the essential thrust and objective of the Plan. If the view is taken that for some reason the objective is not achievable, it is for the relevant planning authority to decide upon an amendment to the Plan after due preparation and consideration of a Plan Amendment Report in accordance with the requirements of Part 3 of the Development Act, and after the sort of consultation that the legislation requires.

The perceived inability of the Development Plan to be carried out is no reason to ignore it in respect of a particular application for development.

These two judgements are challenging to reconcile, but it is the case that regard must be had to the provisions of the General Neighbourhood Zone, and the development cannot simply be assessed against the Employment Zone simply because it abuts the site. Ultimately, the presence of the Employment Zone and the proximity of the subject land to it are considered relevant, but not defining factors.

Reasons to depart from Policies

Given the fact that the Zone's principles are perhaps not perfectly aligned with the nature of the locality, it would be worth considering reasons to depart from policies, as outlined in *Town of Gawler v Impact Investment Corporation Pty Ltd [2007] SASC 356*. These are considered in turn below:

1. *The language of the principle or principles concerned – whether it is direct or contemplates some flexibility in approach;*
    - As in almost all policies in the Code, flexibility is intended. The question is to what degree it intends such flexibility;

2. *Whether the relevant principle is in conflict with some other applicable planning principle. That is likely to happen only rarely, in which case the more specific principle may displace the more generally expressed principle;*
    - No particular principle is considered relevant in this case;

3. *The evident purpose and objective of the policy expressed in the principle or principles concerned;*
    - DO1 (above) may provide some further guidance on this. It generally suggests that the evident purpose is to create a connected and liveable neighbourhood that allows residents to access services which improve their convenience. While employment is part of this, employment uses should "contribute to making the neighbourhood a convenient place to live", which the proposal does not achieve;

4. *The significance of the policy to this particular Development. The clearer the policy in its application to a particular development, the more compelling the reasons for departing from the policy will need to be;*
    - The PO's outlined above are highly applicable for the nature of development;

5. *Where the policy contemplates possible degrees of compliance, the extent of the Development's compliance with the policy;*
    - This is perhaps less true for these policies than most in the Code;

6. *Consistency of the Development with other objectives and purposes of the Zone;*
    - No such rationale would be relevant in this instance;

7. *Whether there is something unusual about the Development or the land on which it is to take place which makes the policy inapplicable or inappropriate;*
    - The site's location on a major arterial road and being on a direct interface between a mainly residential and mainly industrial (though this is a far from perfect characterisation of the Employment Zone) is unusual, and makes the policies less applicable, by virtue of the fact that the aims of the policy would be very difficult to achieve in such a location. Nonetheless, to suggest this is to essentially say that this Zone was incorrectly applied, something which I feel is not the intent of this assessment;

8. *Whether other events have happened since the Development Plan was adopted which make the policy redundant, either generally or in respect of this particular development;*
    - No such event would be relevant;

9. *The probable effect of non-compliance with the policy on the planning objectives of the Zone; and*
    - Given that the Zone here is only two sites on this side of Portrush Road, and the disconnection that the road creates from the remainder of the Zone opposite, it is expected that the impacts of non-compliance will be relatively limited;

10. *Whether non-compliance with the policy in this case is likely to encourage other non-complying developments in the Zone.*

    - The reasons for departure above are quite specifically applicable to this specific site and would not apply to other sites in the Zone, mitigating the likelihood of further non-compliance.

While factors 7, 9 and 10 might support some departure, on balance, the principles do not support a significant departure from the principles of the Zone.

Conclusions regarding land use, and consideration of "seriously at variance"

In *Jahk Enterprises*, Commissioner Nolan at [58] states:

> *"Therefore, I conclude that any land use (employing any person, in any capacity, at any time) may meet the intent of the DO for the GNZ subject to satisfactory compliance with the relevant provisions of the Code when assessed as a whole."*

There is therefore some extent to which *any* land use may be envisaged in the Zone. Nonetheless, it is evident that not all uses will be envisaged everywhere, as outlined in *Minicozzi*. Thus, it is a matter of fact and degree. There are substantial differences between the scenarios presented in those two cases, and the proposed development here, as there are with any other known case.

In *Jahk* it was determined that the land use was suitable, in part because a car wash was considered a kind of shop, and it was providing a service to the community- which is not the case in this application.

In *Minicozzi*, it was determined that the proposal was not acceptable as the development would undermine the character of the area primarily by having a car park in front of the building. In the application before us here, there is no such concern about undermining neighbourhood character given the nature of Portrush Road's traffic environment.

It is, of course, important to consider whether the proposed development may be "seriously at variance" with the Planning and Design Code. Section 107 (2)(c) of the *Planning, Development and Infrastructure Act 2016* states that:

> *"to the extent that paragraph (b) applies—the development must not be granted planning consent if it is, in the opinion of the relevant authority, seriously at variance with the Planning and Design Code (disregarding minor variations)."*

The most relevant recent guidance on the question of "seriously at variance" is provided in Geber Super Pty Ltd V The Barossa Assessment Panel [2023] SASC 154 where a helpful summary of the history of the question is provided from [61], should it be of use to the Panel. In essence, if the application is "seriously at variance", then the Panel no longer has the jurisdiction to approve the application, as the Act has taken away the ability to approve an application which is seriously at variance. However, it is up to the Panel (as the Relevant Authority), to determine whether it is seriously at variance.

The Code expects development, to a reasonable extent, to be assessed on its merits, and in its context. If the proposed development was one site further north (thus, in the Employment Zone), it would likely be perfectly appropriate, and as noted above, it does not generally erode a residential character. Therefore, the development's context does provide some support for its merits. However, to suggest that application should be approved on this basis alone is to essentially suggest that the Zone is applied incorrectly and should be disregarded. Context should not override all guidance of the Zone, per *Strath Hub* above.

In this case, the proposed development is considered to be at variance to a degree substantial enough to warrant refusal, but not to a degree which reaches the threshold of "serious".

As a result, the proposed development is not considered seriously at variance with the relevant Desired Outcomes and Performance Outcomes of the Planning and Design Code pursuant to section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*.

Building Height

The proposed building height of 9m from natural ground level (8m from FFL) is consistent with the building heights expected for a two-storey building, which is the height envisaged by General Neighbourhood Zone DPF 4.1. However, as this height is with a flat roof, it does exceed the envisaged wall height of 7m.

PO 4.1 of the General Neighbourhood Zone states:

> *"Buildings contribute to a low-rise suburban character."*

Given it is fundamentally consistent with a two-storey building, it is considered that this is satisfied in respect of building height.

Setbacks, Design & Appearance

Regarding the development's overall appearance, it is noted that PO 1.3 (cited above) expects non-residential development to be "sited and designed to complement the residential character and amenity of the neighbourhood." The proposed development is not designed from the street to fit in with any residential character, given it is boundary-to-boundary, two-storey in nature.

Nonetheless, as noted above, the streetscape does not have a discernibly residential character, so if there is no residential character to complement, then arguably the design does not detract from such a character. The exception to this would be at the rear where there is a residential character for the dwellings along Llandower Avenue, though this is addressed below.

The development does provide a large number of windows facing the street, which contributes to passive surveillance in line with Design in Urban Areas PO 2.5, and improves the overall connectivity between the building and the streetscape. It includes a variety of materials on the front façade which add to visual interest while retaining a cohesive appearance.

The following Performance Outcomes of the General Neighbourhood Zone relate to boundary walls and side boundary setbacks:

PO 7.1 Walls on boundaries are limited in height and length to manage visual and overshadowing impacts on adjoining properties.	DPF 7.1 Except where the building is a dwelling and 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) below: (a) side boundary walls adjoin or abut a boundary wall of a building on adjoining land for the same or lesser length and height (b) side boundary walls do not: i. exceed 3m in wall height 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 7.2	DPF 7.2 Dwelling walls in a semi-detached, row or terrace arrangement are setback at least 900mm from side

Dwellings in a semi-detached, row or terrace arrangement maintain space between buildings consistent with a suburban streetscape character.	boundaries shared with allotments outside the development site.
PO 8.1 Building walls are set back from side boundaries to provide: (a) separation between buildings in a way that contributes to a suburban character and (b) access to natural light and ventilation for neighbours.	DPF 8.1 Other than walls located on a side boundary, building walls are set back from side boundaries in accordance with the following: (a) where the wall height does not exceed 3m - at least 900mm (b) for a wall that is not south facing and the wall height exceeds 3m - at least 900mm from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the top of the footings (c) for a wall that is south facing and the wall height exceeds 3m - at least 1.9m from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the top of the footings.

The development does not comply with any of these DPFs, given it has boundary walls on both sides of 27.4m and 8m high from FFL. Nonetheless, the relevant PO's generally aim to ensure "consistency with a suburban character" and manage impact on neighbouring properties.

As above, there is no clear suburban residential character in the streetscape, nor from the properties to the north or south.

The impact on the property to the north would be minimal given its nature as a retail fuel outlet. To the south, this would shadow one of the play areas for the childcare centre. Aerial imagery shows that the childcare centre has shade sails set up in this area already, so this shadowing may not be a negative implication, and may in fact be positive.

Therefore, while not consistent with the visual outcomes that would generally be expected in a General Neighbourhood Zone, the context of the development is such that the design, and its lack of side setbacks, is reasonable.

General Neighbourhood Zone DPF 9.1 states that a site of this size should have rear setbacks of 4m to the ground floor and 6m to a second storey. The corresponding PO 9.1 states:

> *Building walls (excluding ancillary buildings and structures) are set back from rear boundaries to provide:*
>
> *a) separation between buildings 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.*

The building's rear setback is some 7.88m, which is mostly landscaping (other than a timber deck and associated verandah, which extends some 3m further to the rear boundary). This is generally consistent with a suburban character, and suitably complies with this policy.

Regarding the primary street setback, General Neighbourhood Zone DPF 5.1 expects the setback of new buildings to be the average of the two sites either side, minus 1m. The associated PO 5.1 states:

> *"Buildings are setback from primary street boundaries to contribute to the existing/emerging pattern of street setbacks in the streetscape."*

The building is set back 17.4m from Portrush Road, generally consistent with the childcare centre to the south, and well behind the retail fuel outlet to the north. This is considered suitable to satisfy this Performance Outcome.

General Neighbourhood Zone DPF 3.1 envisages a site coverage of 60%, with the associated PO 3.1 stating:

> *"Building footprints allow sufficient space around buildings to limit visual impact, provide an attractive outlook and access to light and ventilation."*

The proposed building has a site coverage of approximately 48%, which is well below the 60% guideline. It is considered that this is appropriate to meet this Performance Outcome.

Traffic Impact, Access and Parking

The applicant has provided a traffic assessment from Phil Weaver and Associates, which is provided in **Attachment 1**. This includes swept-path turning diagrams which demonstrate the suitability of vehicle turning movements at the site.

The application was referred to the Commissioner of Highways, who advised that they had no objection to the application subject to conditions. The most notable of these is that access to the site must be from vehicles no larger than a small rigid vehicle (that is a small truck, with a length of 6.4m). This condition is understood to be based on the turning paths, as larger vehicles would be unable to conveniently enter and exit the site in a forward direction. A small rigid vehicle has a turning radius of 10m, which is the manoeuvring width provided. This therefore allows for such a vehicle to enter the site, turn around using a three-point-turn, and exit in a forward direction.

Council's Senior Traffic Engineer also expressed no concerns over the proposal. It is noted that the access is directly from a State Maintained Road and therefore the proposal would have a limited impact on the local road network.

In addition to the space inside the buildings, there are four on-site parking spaces. Table 1 of the Transport, Access and Parking module outlines a rate for warehouses of 0.5 spaces per 100m^2 of gross leasable floor area. With 516m^2 of gross leasable floor area, the development would have a theoretical demand for 2.6 spaces. The development is therefore considered to provide suitable parking to meet the needs of the development, in accordance with Transport, Access and Parking PO 5.1

Environmental Factors

Landscaping

The proposal includes some limited landscaping forward of the building, with further landscaping at the rear. Forward of the building there is 39.6 m^2 of landscaping provided which equates to 12.4% of the area in front of the building, while the overall site provides 149.2 m^2 or 16.4% of the total site area as landscaping.

This compares favourably with other non-residential development along Portrush Road, where very little landscaping is provided, albeit it is notably short of the residential benchmark of 30% forward of the building, and 25% overall (for a site of this size).

Tree-Damaging Activity

There are two significant trees in proximity to the site; one on private land and another on public land. Council's City Arborist reviewed both trees, and his advice is provided in **Attachment 5.**

The street tree is an *Angophora costata* Smooth Barked Apple tree. It is a large, healthy specimen despite a challenging growing environment, and has a high amenity value.

The property boundary adjacent to the tree has a low stone wall which is to be retained through the development. The City Arborist is of the view that the tree's roots are likely going under this wall, and it is using this area to support its vitality given the otherwise limited feeding area.

Part of this existing permeable area would be paved over to create the parking spaces as part of the development, though a 2m wide landscaping strip would remain behind the wall. The City Arborist advised that the encroachment in the tree's Notional Root Zone is sufficiently limited that it is not likely to have undue

or long-term impacts on the tree's health, provided that a series of conditions are applied. These conditions are available in the referral response.

The tree on private land to the rear is a *Corymbia Citridora* Lemon Scented Gum, in good condition and with a high amenity value. The proposed development would be approximately 9.5m from the tree's trunk, with the tree having an NRZ of radius of 13.92m. The warehouse would encroach on this NRZ by 61m^2, or 10%. This is consistent with the advice of the applicant's arborist report for avoiding damage to the tree. It should be noted that this encroachment excludes the deck and verandah, though the impact of this is likely to be limited.

The City Arborist agrees that the extent of encroachment into the tree's NRZ is not unreasonable and will allow the tree sufficient remaining space. Nonetheless, he recommended a series of further conditions relating to the establishment of a Tree Protection Zone and construction of footings / post holes for the deck.

Stormwater & Verge Infrastructure

The applicant has provided a Stormwater Management Plan which is included in **Attachment 1**. This SMP has been designed based on releasing the post-development 20% AEP event at the rate of the pre-development 20% AEP event. This is not consistent with Council's standard requirement of detaining the post-development 1% at the rate of the post-development 5% event. This could be addressed via a Reserved Matter if needed.

The SMP shows a stormwater connection directly into a side entry pit in the verge on Portrush Road. This side entry pit, however, conflicts with the proposed widened crossover. The pit is owned by the Department of Infrastructure and Transport.

The Commissioner of Highways, in their referral response, included a condition relating to the final design of the SEP. No such design is available at present.

There is the potential for works to the SEP to damage the significant street tree if not managed appropriately. Unfortunately, without detail on what is to be done with the pit, it is not possible to provide conditions or the like vis-à-vis the street tree. If the application were to be approved, it would be recommended that a Reserved Matter be applied to manage this issue.

There is also a bus stop immediately in front of the property. This is not expected to be affected by the development, though this could also depend on how the situation regarding the side entry pit is resolved.

Noise Emissions

From a warehouse, the key noise emission is likely to be from vehicle movements. Those movements are to take place on the Portrush Road side of the site, well separated from sensitive receivers.

There is some possibility that a reversing alarm from a forklift could create some issue, but this would be inside the building (or in front of it), and with the building being well separated from sensitive receivers, it is not expected to have an unreasonable impact.

Waste Management

While the applicant has not provided any detail regarding waste management, it is considered unlikely to generate significant volumes of waste,
and a standard Council collection may be sufficient. Ample space is available within the building for the storage of bins.

CONCLUSION

The subject site's context means that the development is unlikely to detrimentally impact any neighbouring properties, or any neighbourhood character. Practical matters such as tree damaging activity and stormwater can all be managed via appropriate reserved matters and conditions, and other matters such as vehicle access are generally suitable.

However, the proposed use as a warehouse is fundamentally inconsistent with the principles sought by the General Neighbourhood Zone. While the site abuts an Employment Zone, where its use would be appropriate, the Zone cannot simply be disregarded in an assessment. Principally, the Planning and Design Code does not intend for such a use to be located in this Zone, and so although its impact may be limited, it does not sufficiently comply with the Code to warrant consent.

Nonetheless, the Code does expect development to be considered in its context, and given its limited impact, it is considered that the development does not cross the threshold of "seriously at variance".

RECOMMENDATION

It is recommended that the Council Assessment Panel resolve that:

1. The proposed development is not considered seriously at variance with the relevant Desired Outcomes and Performance Outcomes of the Planning and Design Code pursuant to section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*.

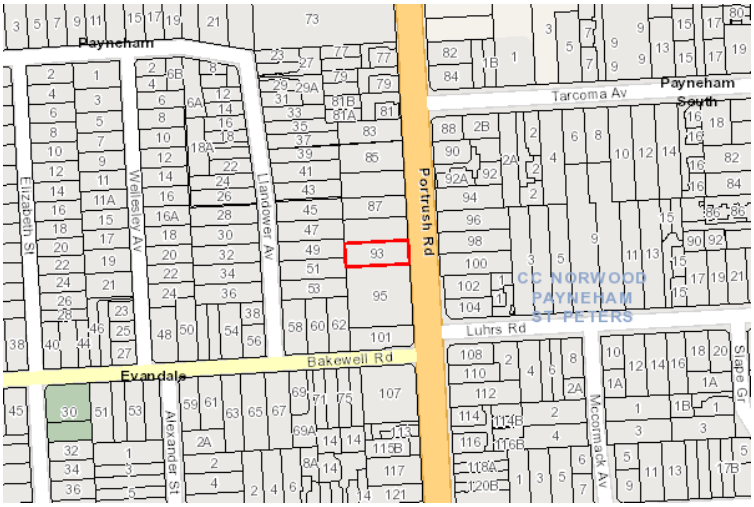
2. Development Application Number 25030684, by Penfold Building Group Pty Ltd c/o Future Urban is refused Planning Consent subject to the following reasons:

    1) The proposal fails to satisfy Performance Outcome 1.1 of the General Neighbourhood Zone as it is not complementary to residential uses, and does not support an active, convenient and walkable neighbourhood.

    2) The proposal fails to satisfy Performance Outcome 1.2 of the General Neighbourhood Zone as it does not improve community accessibility to services.

Address: 93 PORTRUSH RD EVANDALE SA 5069

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



Property Zoning Details

Zone

General Neighbourhood

Overlay

Airport Building Heights (Regulated) *(All structures over 45 metres)*
Affordable Housing
Hazards (Flooding - General)
Major Urban Transport Routes
Prescribed Wells Area
Regulated and Significant Tree
Stormwater Management
Traffic Generating Development
Urban Tree Canopy

Development Pathways

- General 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 alterations
   - Building work on railway land
   - Carport
   - Outbuilding
   - Partial demolition of a building or structure
   - Private bushfire shelter
   - Shade sail
   - Solar photovoltaic panels (roof mounted)
   - Swimming pool or spa pool and associated swimming pool safety features
   - 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
   - Deck
   - Detached dwelling
   - Dwelling addition
   - Dwelling or residential flat building undertaken by:
     (a) the South Australian Housing Trust either individually or jointly with other persons or bodies
     or
     (b) a provider registered under the Community Housing National Law participating in a program relating to the renewal of housing endorsed by the South Australian Housing Trust.
   - Land division
   - Outbuilding
   - Row dwelling
   - Semi-detached dwelling
   - 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
   - Deck
   - Demolition
   - Detached dwelling
   - Dwelling addition
   - Dwelling or residential flat building undertaken by:
     (a) the South Australian Housing Trust either individually or jointly with other persons or bodies
     or
     (b) a provider registered under the Community Housing National Law participating in a program relating to the renewal of housing endorsed by the South Australian Housing Trust.
   - 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.

Part 2 - Zones and Sub Zones

General Neighbourhood Zone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Low-rise, low and medium-density housing that supports a range of needs and lifestyles located within easy reach of services and facilities. Employment and community service uses contribute to making the neighbourhood a convenient place to live without compromising residential amenity.

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 uses that support an active, convenient, and walkable neighbourhood.	DTS/DPF 1.1 Development comprises one or more of the following: (a) Ancillary accommodation (b) Child care facility (c) Community facility (d) Consulting room (e) Dwelling (f) Educational facility (g) Office (h) Place of Worship (i) Recreation area (j) Residential flat building (k) Retirement facility (l) Shop (m) Student accommodation (n) Supported accommodation
PO 1.2 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 facilities, community centres, places of worship, child care facilities 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 1.2 None are applicable.
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 Commercial activities improve community access to services are of a scale and type to maintain residential amenity.	DTS/DPF 1.4 A shop, consulting room or office (or any combination thereof) satisfies any one of the following: (a) it is located on the same allotment and in conjunction with a dwelling where all the following are satisfied: (i) does not exceed 50m^2 gross leasable floor area (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 1.5 Expansion of existing community services such as educational facilities, community facilities and child care facilities in a manner which complements the scale of development envisaged by the desired outcome for the neighbourhood.	DTS/DPF 1.5 Alteration of or addition to existing educational facilities, community facilities or child care facilities where all the following are satisfied: (a) set back at least 3m from any boundary shared with a residential land use (b) building height not exceeding 1 building level (c) the total floor area of the building not exceeding 150% of the total floor area prior to the addition/alteration (d) off-street vehicular parking exists or will be provided in accordance with the rate(s) specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas to the nearest whole number.
Site Dimensions and Land Division	
PO 2.1 Allotments/sites created for residential purposes are of suitable size and dimension to accommodate the anticipated dwelling form and remain compatible with the pattern of development in a low-rise and predominantly low-density neighbourhood, with higher densities closer to public open space, public transport stations and activity centres.	DTS/DPF 2.1 Development will not result in more than 1 dwelling on an existing allotment or Allotments/sites for residential purposes accord with the following: **Dwelling Type** / **Minimum site/allotment area per dwelling** / **Minimum site/allotment frontage** Detached dwelling (not in a terrace arrangement) / 300m2 (exclusive of any battle-axe allotment 'handle') / 9m where not on a battle-axe site 5m where on a battle-axe site Semi-detached dwelling / 300m2 / 9m Row dwelling (or detached dwelling in a terrace arrangement) / 250m2 / 7m (averaged) Group dwelling / 300m2 (average, / 15m (total)

	including common areas)	
Dwelling within a residential flat building	300m2 (average, including common areas)	15m (total)

PO 2.2 Development creating new allotments/sites in conjunction with retention of an existing dwelling ensures the site of the existing dwelling remains fit for purpose.	DTS/DPF 2.2 Where the site of a dwelling does not comprise an entire allotment: (a) the balance of the allotment accords with site area and frontage requirements specified in General Neighbourhood Zone DTS/DPF 2.1 (b) if there is an existing dwelling on the allotment that will remain on the allotment after completion of the development, it will not contravene: (i) Private open space requirements specified in Design in Urban Areas Table 1 - Private Open Space (ii) 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.
PO 2.3 Land division results in sites that are accessible and suitable for their intended purpose.	DTS/DPF 2.3 Division of land satisfies (a), (b) or (c): (a) reflects the site boundaries illustrated and approved in an existing development authorisation 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 (c) satisfies all of the following: (i) No more than 5 additional allotments are created (ii) Each proposed allotment has a minimum site area of 300m^2 and frontage of 9m (iii) Each proposed allotment has a slope less than 12.5% (1-in-8) (iv) There are no regulated trees on or within 20m of the subject land, with the distance measured from the base of the trunk of the tree (or the nearest trunk of the tree) to the subject land (v) The division does not involve creation of a public road (vi) Vehicle access from a public road can be provided to all proposed allotments which satisfies Design in Urban Areas DTS/DPF 23.3, 23.4 and 23.6, and would be located wholly on one side of the allotment, or located no more than 1m from the side boundary alignment (vii) No allotments are in a battle-axe configuration and (viii) Each proposed allotment is of a size and dimension capable of containing a rectangle 9m in width and 15m in depth.
Site Coverage	
PO 3.1 Building footprints allow sufficient space around buildings to limit visual impact, provide an attractive outlook and access to light and ventilation.	DTS/DPF 3.1 The development does not result in site coverage exceeding 60%.
Building Height	
PO 4.1 Buildings contribute to a low-rise suburban character.	DTS/DPF 4.1 Building height (excluding garages, carports and outbuildings) no greater than 2 building levels and 9m and wall height that is no greater

	than 7m (not including a gable end).
Primary Street Setback	
PO 5.1 Buildings are setback from primary street boundaries to contribute to the existing/emerging pattern of street setbacks in the streetscape.	DTS/DPF 5.1 Buildings setback from the primary street boundary in accordance with the following table:

Development Context	Minimum setback
There is an existing building on both abutting sites sharing the same street frontage as the site of the proposed building.	The average setback of the existing buildings on the abutting sites minus 1m.
There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is not on a corner site.	The setback of the existing building minus 1m.
There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is on a corner site.	(a) Where the existing building shares the same primary street frontage – the setback of the existing building (b) Where the existing building has a different primary street frontage - 5m
There is no existing building on either of the abutting sites sharing the same street frontage as the site of the proposed building.	5m

For the purposes of **DTS/DPF 5.1:**

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

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

Secondary Street Setback	
PO 6.1 Buildings are set back from secondary street boundaries to achieve separation between building walls and public streets and contribute to a suburban streetscape character.	DTS/DPF 6.1 Building walls are set back from the boundary of the allotment with a secondary street frontage: (a) at least 900mm or (b) if a building (except for ancillary buildings and structures) on any adjoining allotment is closer to the secondary street than 900mm, not less than the distance of that building from the boundary with the secondary street.
Boundary Walls	
PO 7.1 Walls on boundaries are limited in height and length to manage visual and overshadowing impacts on adjoining properties.	DTS/DPF 7.1 Except where the building is a dwelling and 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) below: (a) side boundary walls adjoin or abut a boundary wall of a building on adjoining land for the same or lesser length and height (b) side boundary walls do not: (i) exceed 3m in wall height (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 7.2 Dwellings in a semi-detached, row or terrace arrangement maintain space between buildings consistent with a suburban streetscape character.	DTS/DPF 7.2 Dwelling walls in a semi-detached, row or terrace arrangement are setback at least 900mm from side boundaries shared with allotments outside the development site.
Side boundary setback	
PO 8.1 Building walls are set back from side boundaries to provide: (a) separation between buildings in a way that contributes to a suburban character and (b) access to natural light and ventilation for neighbours.	DTS/DPF 8.1 Other than walls located on a side boundary, building walls are set back from side boundaries in accordance with the following: (a) where the wall height does not exceed 3m - at least 900mm (b) for a wall that is not south facing and the wall height exceeds 3m - at least 900mm from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the top of the footings (c) for a wall that is south facing and the wall height exceeds 3m - at least 1.9m from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the top of the footings.
Rear boundary setback	
PO 9.1 Building walls (excluding ancillary buildings and structures) are set back from rear boundaries to provide: (a) separation between buildings 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 9.1 Building walls (excluding ancillary buildings and structures) are set back from the rear boundary at least: (a) if the size of the site is less than 301m2— (i) 3m in relation to the ground floor of the building (ii) 5m in relation to any other building level of the building (b) if the size of the site is 301m2 or more— (i) 4m in relation to the ground floor of the building (ii) 6m in relation to any other building level of the building.
Concept Plans	
PO 10.1 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 10.1 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 10.1, 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 10.1 is met.

Ancillary Buildings and Structures

PO 11.1

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 11.1

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) have a 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 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.
PO 11.3 Buildings and structures that are ancillary to an existing non-residential use do not detract from the streetscape character, appearance of buildings on the site of the development, or the amenity of neighbouring properties.	DTS/DPF 11.3 Non-residential ancillary buildings and structures: (a) are ancillary and subordinate to an existing non-residential use on the same site (b) have a floor area not exceeding the following: Allotment size: ≤500m2 — Floor area: 60m2; >500m2 — 80m2 (c) are not constructed, added to or altered so that any part is situated: (i) in front of any part of the building line of the main building to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: (i) is set back at least 5.5m from the boundary of the primary street (e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless: (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height (or post height) not exceeding 3m (and not including a gable end) (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour.
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.

A relevant authority may determine that a variation to 1 or more corresponding exclusions prescribed in Column B is minor in nature and does not require notification.

Class of Development (Column A)	Exceptions (Column B)
1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. 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 (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 3. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
3. Any development involving any of the following (or of any combination of any of the following): (a) ancillary accommodation (b) dwelling (c) dwelling addition (d) residential flat building (e) retirement facility (f) student accommodation (g) supported accommodation.	Except development that: 1. does not satisfy General 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 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 3m measured from the top of footings (other than where the proposed wall (or post) 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 any of the following: (a) General Neighbourhood Zone DTS/DPF 1.4 (b) General 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 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 3m measured from the top of footings (other than where the proposed wall (or post) 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) air handling unit, air conditioning system or exhaust fan (b) carport (c) deck (d) fence (e) internal building works (f) land division (g) outbuilding (h) pergola (i) private bushfire shelter (j) recreation area (k) replacement building (l) retaining wall (m) shade sail (n) solar photovoltaic panels (roof mounted) (o) swimming pool or spa pool and associated swimming pool safety features (p) temporary accommodation in an area affected by bushfire (q) tree damaging activity (r) verandah (s) water tank.	None specified.
6. Alteration of or addition to any development involving the following (or of any combination of any of the following): (a) child care facility (b) community facility (c) educational facility.	Except development that does not satisfy General Neighbourhood Zone DTS/DPF 1.5.
7. Any development involving any of the following (or of any combination of any of the following) within the Tunnel Protection Overlay: (a) storage of materials, equipment or vehicles (whether temporary or permanent) over an area exceeding 100 square metres (b) temporary stockpiling of soil, gravel, rock or other natural material over an area exceeding 100 square metres	Except where not undertaken by the Crown, a Council or an essential infrastructure provider.

(c) excavation or ground intruding activity at a depth greater than 2.5 metres below the regulated surface level.	
8. Demolition.	Except any of the following: 1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
9. Railway line.	Except where located outside of a rail corridor or rail reserve.

Placement of Notices - Exemptions for Performance Assessed Development

None specified.

Placement of Notices - Exemptions for Restricted Development

None specified.

Part 3 - Overlays

Affordable Housing Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

	Desired Outcome
DO 1	Affordable housing is integrated with residential and mixed use development.
DO 2	Affordable housing caters for a variety of household structures.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Division	
PO 1.1 Development comprising 20 or more dwellings / allotments incorporates affordable housing.	DTS/DPF 1.1 Development results in 0-19 additional allotments / dwellings.
PO 1.2 Development comprising 20 or more dwellings or residential	DTS/DPF 1.2 Development comprising 20 or more dwellings / or residential

allotments provides housing suited to a range of incomes including households with low to moderate incomes.	allotments includes a minimum of 15% affordable housing except where: (a) it can be demonstrated that any shortfall in affordable housing has been provided in a previous stage of development or (b) it can be demonstrated that any shortfall in affordable housing will be accommodated in a subsequent stage or stages of development.
PO 1.3 Affordable housing is distributed throughout the development to avoid an overconcentration.	DTS/DPF 1.3 None are applicable.
Built Form and Character	
PO 2.1 Affordable housing is designed to complement the design and character of residential development within the locality.	DTS/DPF 2.1 None are applicable.
Affordable Housing Incentives	
PO 3.1 To support the provision of affordable housing, minimum allotment sizes may be reduced below the minimum allotment size specified in a zone while providing allotments of a suitable size and dimension to accommodate dwellings with a high standard of occupant amenity.	DTS/DPF 3.1 The minimum site area specified for a dwelling can be reduced by up to 20%, or the maximum density per hectare increased by up to 20%, where it is to be used to accommodate affordable housing except where the development is located within the Character Area Overlay or Historic Area Overlay.
PO 3.2 To support the provision of affordable housing, building heights may be increased above the maximum specified in a zone.	DTS/DPF 3.2 Where a building incorporates dwellings above ground level and includes at least 15% affordable housing, the maximum building height specified in any relevant zone policy can be increased by 1 building level in the: (a) Business Neighbourhood Zone (b) City Living Zone (c) Established Neighbourhood Zone (d) General Neighbourhood Zone (e) Hills Neighbourhood Zone (f) Housing Diversity Neighbourhood Zone (g) Neighbourhood Zone (h) Master Planned Neighbourhood Zone (i) Master Planned Renewal Zone (j) Master Planned Township Zone (k) Rural Neighbourhood Zone (l) Suburban Business Zone (m) Suburban Neighbourhood Zone (n) Township Neighbourhood Zone (o) Township Zone (p) Urban Renewal Neighbourhood Zone (q) Waterfront Neighbourhood Zone and up to 30% in any other zone, except where: (a) the development is located within the Character Area Overlay or Historic Area Overlay or (b) other height incentives already apply to the development.
Movement and Car Parking	
PO 4.1	DTS/DPF 4.1

Sufficient car parking is provided to meet the needs of occupants of affordable housing.	Dwellings constituting affordable housing are provided with car parking in accordance with the following: (a) 0.3 carparks per dwelling within a building which incorporates dwellings located above ground level within either: (i) 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service(2) (ii) is within 400 metres of a bus interchange(1) (iii) is within 400 metres of an O-Bahn interchange(1) (iv) is within 400 metres of a passenger rail station(1) (v) is within 400 metres of a passenger tram station(1) (vi) is within 400 metres of the Adelaide Parklands. or (b) 1 carpark per dwelling for any other dwelling. [NOTE(S): (1) Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles. (2) A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.]

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where the applicant for the development is the South Australian Housing Authority (or an agent acting on behalf of the South Australian Housing Authority), residential development or land division (other than an excluded land division): (a) that comprises 20 or more dwellings or residential allotments and is described in the application documentation as intending to provide affordable housing or (b) that is described in the application documentation as intending to provide affordable housing and the applicant is seeking to access one or more of the planning concessions outlined in the Affordable Housing Overlay DTS/DPF 3.1, 3.2 or 4.1 or (c) that is described in the application documentation as intending to include affordable housing of any number of dwellings or residential allotments	Minister responsible for administering the *South Australian Housing Trust Act 1995.*	To provide direction on the conditions required to secure the provision of dwellings or allotments for affordable housing.	Development of a class to which Schedule 9 clause 3 item 20 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Airport Building Heights (Regulated) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

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)

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

	siting and design of development.

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

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

Procedural Matters (PM) - Referrals

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

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

Major Urban Transport Routes Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Safe and efficient operation of Major Urban Transport Routes for all road users.

DO 2	Provision of safe and efficient access to and from Major Urban Transport Routes.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Access - Safe Entry and Exit (Traffic Flow)	
PO 1.1 Access is designed to allow safe entry and exit to and from a site to meet the needs of development and minimise traffic flow interference associated with access movements along adjacent State Maintained Roads.	DTS/DPF 1.1 An access point satisfies (a), (b) or (c): (a) where servicing a single (1) residential dwelling / residential allotment: (i) it will not result in more than one access point (ii) vehicles can enter and exit the site in a forward direction (iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road (v) have a width of between 3m and 4m (measured at the site boundary). (b) where the development will result in 2 and up to 6 dwellings: (i) it will not result in more than one access point servicing the development site (ii) entry and exit movements are left turn only (iii) vehicles can enter and exit the site in a forward direction (iv) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees; (v) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road (vi) have a width of between 5.8m to 6m (measured at the site boundary) and an access depth of 6m (measured from the site boundary into the site). (c) where the development will result in over 7 dwellings, or is a non-residential land use: (i) it will not result in more than one access point servicing the development site (ii) vehicles can enter and exit the site using left turn only movements (iii) vehicles can enter and exit the site in a forward direction (iv) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (v) have a width of between 6m and 7m (measured at the site boundary), where the development is expected to accommodate vehicles with a length of 6.4m or less (vi) have a width of between 6m and 9m (measured at the site boundary), where the development is expected to accommodate vehicles with a length from 6.4m to 8.8m (vii) have a width of between 9m and 12m (measured at the site boundary), where the development is expected to accommodate vehicles with a length from 8.8m to 12.5m (viii) provides for simultaneous two-way vehicle movements at the access;

A. with entry and exit movements for vehicles with a length up to 5.2m vehicles being fully within the kerbside lane of the road

and

B. with entry movements of 8.8m vehicles (where relevant) being fully within the kerbside lane of the road and the exit movements of 8.8m vehicles do not cross the centreline of the road.

Access - On-Site Queuing

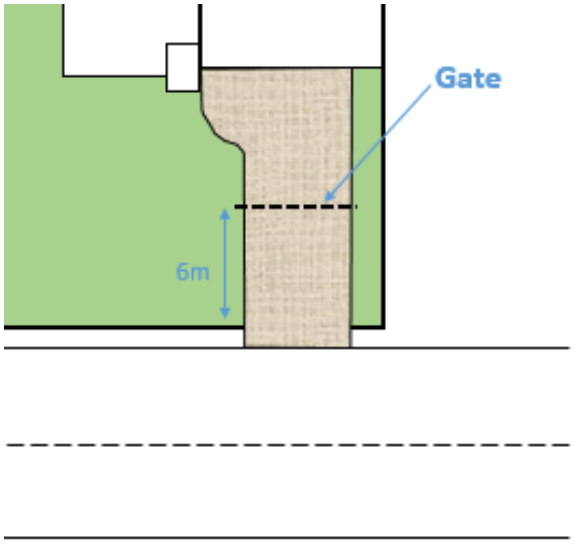
PO 2.1

Sufficient accessible on-site queuing adjacent to access points is provided to meet the needs of development so that all vehicle queues can be contained fully within the boundaries of the development site, to minimise interruption of the functional performance of the road and maintain safe vehicle movements.

DTS/DPF 2.1

An access point in accordance with one of the following:

(a) will not service, or is not intended to service, more than 6 dwellings and there are no internal driveways, intersections, car parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site) as shown in the following diagram:



(b) will service, or is intended to service, development that will generate less than 60 vehicle movements per day and:

(i) is expected to be serviced by vehicles with a length no greater than 6.4m

(ii) there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site).

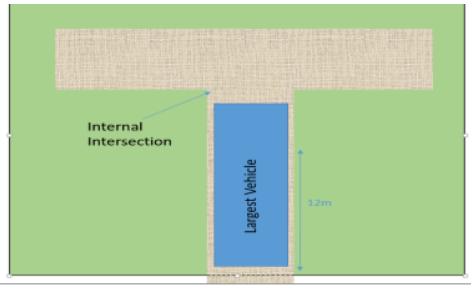
(c) will service, or is intended to service, development that will generate less than 60 vehicle movements per day and:

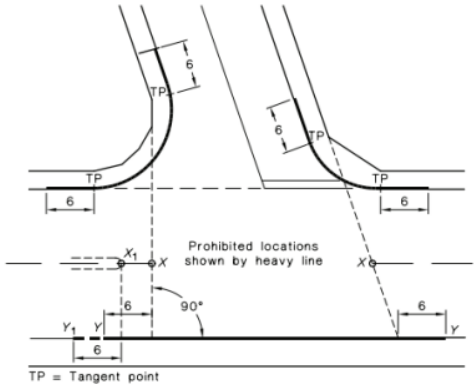
(i) is expected to be serviced by vehicles with a length greater than a 6.4m small rigid vehicle

(ii) there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site)

(iii) any termination of, or change in priority of movement within the main car park aisle is located far enough into the site so that the largest vehicle expected on-site can store fully within the site before being required to stop

(iv) all parking or manoeuvring areas for commercial vehicles are located a minimum of 12m or the length of the largest vehicle expected on site from the access (measured from the site boundary into the site) as shown in the following diagram:

	
Access – Location (Spacing) - Existing Access Points	
PO 3.1 Existing access points designed to accommodate the type and volume of traffic likely to be generated by the development.	DTS/DPF 3.1 An existing access point satisfies (a), (b) or (c): (a) it will not service, or is not intended to service, more than 6 dwellings (b) it is not located on a Controlled Access Road and will not service development that will result in a larger class of vehicle expected to access the site using the existing access (c) it is not located on a Controlled Access Road and development constitutes: (i) a change of use between an office <500m² gross leasable floor area and a consulting room <500m² gross leasable floor area or vice versa (ii) a change in use from a shop to an office, consulting room or personal or domestic services establishment (iii) a change of use from a consulting room or office <250m² gross leasable floor area to shop <250m² gross leasable floor area (iv) a change of use from a shop <500m² gross leasable floor area to a warehouse <500m² gross leasable floor area (v) an office or consulting room with a gross leasable floor area <500m² (vi) a change of use from residential dwelling to a shop, office, consulting room or personal or domestic services establishment with <250m² gross leasable floor area.
Access – Location (Spacing) – New Access Points	
PO 4.1 New access points are spaced apart from any existing access point or public road junction to manage impediments to traffic flow and maintain safe and efficient operating conditions on the road.	DTS/DPF 4.1 A new access point satisfies (a), (b) or (c): (a) where a development site is intended to serve between 1 and 6 dwellings, access to the site is from the local road network (not being a Controlled Access Road) and is located outside of the bold lines shown in the following diagram:



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, the new access:

(i) is not located on a Controlled Access Road

(ii) is not located on a section of road affected by double barrier lines

(iii) will be on a road with a speed environment of 70km/h or less

(iv) is located outside of the bold lines on the diagram shown in the diagram following part (a)

(v) located minimum of 6m from a median opening or pedestrian crossing.

(c) where DTS/DPF 4.1 part (a) and (b) do not apply and access from an alternative local road at least 25m from the State Maintained Road is not available, and the access is not located on a Controlled Access Road, the new access is separated in accordance with the following:

Speed Limit	Separation between access points	Separation from public road junctions and merging/terminating lanes
50 km/h or less	No spacing requirement	20m
60 km/h	5m (for development intended to serve between 1 and 6 dwellings) and 20m for all other cases	123m
70 km/h	55m	151m
80 km/h	70m	181m
90 km/h	90m	214m
100 km/h	110m	248m
110 km/h	135m	285m

Access - Location (Sight Lines)

PO 5.1

Access points are located and designed to accommodate sight lines that enable drivers and pedestrians to navigate potential conflict points with roads in a controlled and safe manner.

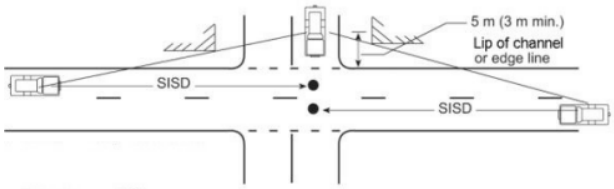
DTS/DPF 5.1

An access point satisfies (a) and (c) or (b) and (c):

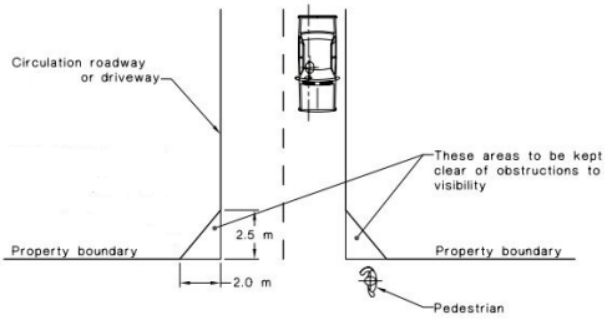
(a) the development site does or is intended to serve between 1 and 6 dwellings and utilises an existing access point
or

(b) drivers approaching or exiting an access point have an unobstructed line of sight in accordance with the following (measured at a height of 1.1m above the surface of the road):

Speed Limit	Access Point serving 1-6 dwellings	Access point serving all other development
40 km/h or less	47m	73m
50 km/h	63m	97m
60 km/h	81m	123m
70 km/h	100m	151m
80 km/h	121m	181m
90 km/h	144m	226m
100 km/h	169m	262m
110km/h	195m	300m



(c) pedestrian sightlines in accordance with the following diagram:



Access - Mud and Debris

PO 6.1

Access points constructed to minimise mud or other debris being carried or transferred onto the road to ensure safe road operating conditions.

DTS/DPF 6.1

Where the road has an unsealed shoulder and the road is not kerbed the access way is sealed from the edge of seal on the road for a minimum of 10m or to the property boundary (whichever is closer)

Access - Stormwater

PO 7.1

Access points designed to minimise negative impact on roadside drainage of water.

DTS/DPF 7.1

Development does not:

(a) decrease the capacity of an existing drainage point
(b) restrict or prevent the flow of stormwater to an existing drainage point and system
(c) results in access points becoming stormwater flow paths directly onto the road.

Building on Road Reserve

PO 8.1

Buildings or structures that encroach onto, above or below road reserves designed and sited to minimise impact on safe movements by all road users.

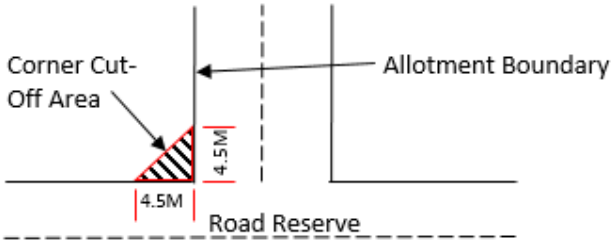
DTS/DPF 8.1

No encroachment of buildings or structures onto, above or below the road reserve.

Public Road Junctions

PO 9.1

DTS/DPF 9.1

New junctions with public roads (including the opening of unmade public road junctions) or modifications to existing road junctions located and designed to ensure safe and efficient road operating conditions are maintained on the State Maintained Road.	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.

Prescribed Wells Area Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

Procedural Matters (PM) - Referrals

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

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

Regulated and Significant Tree Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Residential development is designed to capture and re-use stormwater	DTS/DPF 1.1 Residential development comprising detached, semi-detached or row

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.	dwellings, or less than 5 group dwellings, co-located housing 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)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Traffic Generating Development	
PO 1.1 Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network.	DTS/DPF 1.1 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m2 or more (d) retail development with a gross floor area of 2,000m2 or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (f) industry with a gross floor area of 20,000m2 or more (g) educational facilities with a capacity of 250 students or more.
PO 1.2 Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.	DTS/DPF 1.2 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m2 or more (d) retail development with a gross floor area of 2,000m2 or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (f) industry with a gross floor area of 20,000m2 or more (g) educational facilities with a capacity of 250 students or more.
PO 1.3 Sufficient accessible on-site queuing provided to meet the needs of the development so that queues do not impact on the State Maintained Road network.	DTS/DPF 1.3 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m2 or more (d) retail development with a gross floor area of 2,000m2 or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (f) industry with a gross floor area of 20,000m2 or more (g) educational facilities with a capacity of 250 students or more.

Procedural Matters (PM) - Referrals

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

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

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Trees are planted or retained to contribute to an urban tree canopy.	DTS/DPF 1.1 Tree planting is provided in accordance with the following:

Site size per dwelling (m^2)	Tree size* and number required per dwelling
<450	1 small tree
450-800	1 medium tree or 2 small trees
>800	1 large tree or 2 medium trees or 4

	small trees

*refer Table 1 Tree Size

Table 1 Tree Size			
Tree size	Mature height (minimum)	Mature spread (minimum)	Soil area around tree within development site (minimum)
Small	4 m	2m	10m^2 and min. dimension of 1.5m
Medium	6 m	4 m	30m^2 and min. dimension of 2m
Large	12 m	8m	60m^2 and min. dimension of 4m

The discount in Column D of Table 2 discounts the number of trees required to be planted in DTS/DPF 1.1 where existing tree(s) are retained on the subject land that meet the criteria in Columns A, B and C of Table 2, and are not a species identified in Regulation 3F(4)(b) of the Planning Development and Infrastructure (General) Regulations 2017.

Table 2 Tree Discounts			
Retained tree height (Column A)	Retained tree spread (Column B)	Retained soil area around tree within development site (Column C)	Discount applied (Column D)
4-6m	2-4m	10m^2 and min. 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)

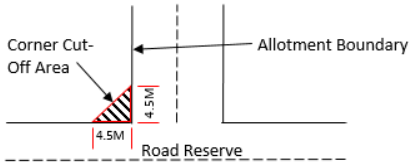
Desired Outcome (DO)

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

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

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

	B. does not protrude beyond the outer limits of any verandah structure below C. does not have a sign face that exceeds 1m2 per side. (d) if located below canopy level, are flush with a wall (e) if located at canopy level, are in the form of a fascia sign (f) if located above a canopy: (i) are flush with a wall (ii) do not have any part rising above parapet height (iii) are not attached to the roof of the building. (g) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure (h) if attached to a two-storey building, have no part located above the finished floor level of the second storey of the building (i) where they are flush with a wall, do not, in combination with any other existing sign, cover more than 15% of the building facade to which they are attached.
PO 1.2 Advertising hoardings do not disfigure the appearance of the land upon which they are situated or the character of the locality.	DTS/DPF 1.2 Where development comprises an advertising hoarding, the supporting structure is: (a) concealed by the associated advertisement and decorative detailing or (b) not visible from an adjacent public street or thoroughfare, other than a support structure in the form of a single or dual post design.
PO 1.3 Advertising does not encroach on public land or the land of an adjacent allotment.	DTS/DPF 1.3 Advertisements and/or advertising hoardings are contained within the boundaries of the site.
PO 1.4 Where possible, advertisements on public land are integrated with existing structures and infrastructure.	DTS/DPF 1.4 Advertisements on public land that meet at least one of the following: (a) achieves Advertisements DTS/DPF 1.1 (b) are integrated with a bus shelter.
PO 1.5 Advertisements and/or advertising hoardings are of a scale and size appropriate to the character of the locality.	DTS/DPF 1.5 None are applicable.
Proliferation of Advertisements	
PO 2.1 Proliferation of advertisements is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.1 No more than one freestanding advertisement is displayed per occupancy.
PO 2.2 Multiple business or activity advertisements are co-located and coordinated to avoid visual clutter and untidiness.	DTS/DPF 2.2 Advertising of a multiple business or activity complex is located on a single advertisement fixture or structure.
PO 2.3 Proliferation of advertisements attached to buildings is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.3 Advertisements satisfy all of the following: (a) are attached to a building (b) other than in a Neighbourhood-type zone, where they are flush with a wall, cover no more than 15% of the building facade to which they are attached

	(c) do not result in more than one sign per occupancy that is not flush with a wall.
Advertising Content	
PO 3.1 Advertisements are limited to information relating to the lawful use of land they are located on to assist in the ready identification of the activity or activities on the land and avoid unrelated content that contributes to visual clutter and untidiness.	DTS/DPF 3.1 Advertisements contain information limited to a lawful existing or proposed activity or activities on the same site as the advertisement.
Amenity Impacts	
PO 4.1 Light spill from advertisement illumination does not unreasonably compromise the amenity of sensitive receivers.	DTS/DPF 4.1 Advertisements do not incorporate any illumination.
Safety	
PO 5.1 Advertisements and/or advertising hoardings erected on a verandah or projecting from a building wall are designed and located to allow for safe and convenient pedestrian access.	DTS/DPF 5.1 Advertisements have a minimum clearance of 2.5m between the top of the footpath and base of the underside of the sign.
PO 5.2 Advertisements and/or advertising hoardings do not distract or create a hazard to drivers through excessive illumination.	DTS/DPF 5.2 No advertisement illumination is proposed.
PO 5.3 Advertisements and/or advertising hoardings do not create a hazard to drivers by: (a) being liable to interpretation by drivers as an official traffic sign or signal (b) obscuring or impairing drivers' view of official traffic signs or signals (c) obscuring or impairing drivers' view of features of a road that are potentially hazardous (such as junctions, bends, changes in width and traffic control devices) or other road or rail vehicles at/or approaching level crossings.	DTS/DPF 5.3 Advertisements satisfy all of the following: (a) are not located in a public road or rail reserve (b) are located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram 
PO 5.4 Advertisements and/or advertising hoardings do not create a hazard by distracting drivers from the primary driving task at a location where the demands on driver concentration are high.	DTS/DPF 5.4 Advertisements and/or advertising hoardings are not located along or adjacent to a road having a speed limit of 80km/h or more.
PO 5.5 Advertisements and/or advertising hoardings provide sufficient clearance from the road carriageway to allow for safe and convenient movement by all road users.	DTS/DPF 5.5 Where the advertisement or advertising hoarding is: (a) on a kerbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 0.6m from the roadside edge of the kerb (b) on an unkerbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 5.5m from the edge of the seal (c) on any other kerbed or unkerbed road, the advertisement or advertising hoarding is located a minimum of the following distance from the roadside edge of the kerb or the seal: (a) 110 km/h road - 14m (b) 100 km/h road - 13m (c) 90 km/h road - 10m

	(d) 70 or 80 km/h road - 8.5m.
PO 5.6 Advertising near signalised intersections does not cause unreasonable distraction to road users through illumination, flashing lights, or moving or changing displays or messages.	DTS/DPF 5.6 Advertising: (a) is not illuminated (b) does not incorporate a moving or changing display or message (c) does not incorporate a flashing light(s).

Animal Keeping and Horse Keeping

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
PO 1.1 Animal keeping, horse keeping and associated activities do not create adverse impacts on the environment or the amenity of the locality.	DTS/DPF 1.1 None are applicable.
PO 1.2 Animal keeping and horse keeping is located and managed to minimise the potential transmission of disease to other operations where animals are kept.	DTS/DPF 1.2 None are applicable.
Horse Keeping	
PO 2.1 Water from stable wash-down areas is directed to appropriate absorption areas and/or drainage pits to minimise pollution of land and water.	DTS/DPF 2.1 None are applicable.
PO 2.2 Stables, horse shelters or associated yards are sited appropriate distances away from sensitive receivers and/or allotments in other ownership to avoid adverse impacts from dust, erosion and odour.	DTS/DPF 2.2 Stables, horse shelters and associated yards are sited in accordance with all of the following: (a) 30m or more from any sensitive receivers (existing or approved) on land in other ownership (b) where an adjacent allotment is vacant and in other ownership, 30m or more from the boundary of that allotment.
PO 2.3 All areas accessible to horses are separated from septic tank effluent disposal areas to protect the integrity of that system. Stable flooring is constructed with an impervious material to facilitate regular cleaning.	DTS/DPF 2.3 Septic tank effluent disposal areas are enclosed with a horse-proof barrier such as a fence to exclude horses from this area.

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

Aquaculture

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land-based Aquaculture	
PO 1.1 Land-based aquaculture and associated components are sited and designed to mitigate adverse impacts on nearby sensitive receivers.	DTS/DPF 1.1 Land-based aquaculture and associated components are located to satisfy all of the following: (a) 200m or more from a sensitive receiver in other ownership (b) 500m or more from the boundary of a zone primarily intended to accommodate sensitive receivers or The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
PO 1.2 Land-based aquaculture and associated components are sited and designed to prevent surface flows from entering ponds in a 1% AEP sea flood level event.	DTS/DPF 1.2 None are applicable.
PO 1.3 Land-based aquaculture and associated components are sited and designed to prevent pond leakage that would pollute groundwater.	DTS/DPF 1.3 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
PO 1.4 Land-based aquaculture and associated components are sited and designed to prevent farmed species escaping and entering into any waters.	DTS/DPF 1.4 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
PO 1.5 Land-based aquaculture and associated components, including intake and discharge pipes, are designed to minimise the need to traverse sensitive areas to minimise impact on the natural environment.	DTS/DPF 1.5 None are applicable.
PO 1.6 Pipe inlets and outlets associated with land-based aquaculture are sited and designed to minimise the risk of disease transmission.	DTS/DPF 1.6 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
PO 1.7 Storage areas associated with aquaculture activity are integrated with the use of the land and sited and designed to minimise their visual impact on the surrounding environment.	DTS/DPF 1.7 None are applicable.
Marine Based Aquaculture	
PO 2.1 Marine aquaculture is sited and designed to minimise its adverse impacts on sensitive ecological areas including: (a) creeks and estuaries (b) wetlands (c) significant seagrass and mangrove communities (d) marine habitats and ecosystems.	DTS/DPF 2.1 None are applicable.
PO 2.2 Marine aquaculture is sited in areas with adequate water current to disperse sediments and dissolve particulate wastes to prevent the build-up of waste that may cause environmental harm.	DTS/DPF 2.2 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
PO 2.3	DTS/DPF 2.3

Marine aquaculture is designed to not involve discharge of human waste on the site, on any adjacent land or into nearby waters.	The development does not include toilet facilities located over water.
PO 2.4 Marine aquaculture (other than inter-tidal aquaculture) is located an appropriate distance seaward of the high water mark.	DTS/DPF 2.4 Marine aquaculture development is located 100m or more seaward of the high water mark or The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
PO 2.5 Marine aquaculture is sited and designed to not obstruct or interfere with: (a) areas of high public use (b) areas, including beaches, used for recreational activities such as swimming, fishing, skiing, sailing and other water sports (c) areas of outstanding visual or environmental value (d) areas of high tourism value (e) areas of important regional or state economic activity, including commercial ports, wharfs and jetties (f) the operation of infrastructure facilities including inlet and outlet pipes associated with the desalination of sea water.	DTS/DPF 2.5 None are applicable.
PO 2.6 Marine aquaculture is sited and designed to minimise interference and obstruction to the natural processes of the coastal and marine environment.	DTS/DPF 2.6 None are applicable.
PO 2.7 Marine aquaculture is designed to be as unobtrusive as practicable by incorporating measures such as: (a) using feed hoppers painted in subdued colours and suspending them as close as possible to the surface of the water (b) positioning structures to protrude the minimum distance practicable above the surface of the water (c) avoiding the use of shelters and structures above cages and platforms unless necessary to exclude predators and protected species from interacting with the farming structures and/or stock inside the cages, or for safety reasons (d) positioning racks, floats and other farm structures in unobtrusive locations landward from the shoreline.	DTS/DPF 2.7 None are applicable.
PO 2.8 Access, launching and maintenance facilities utilise existing established roads, tracks, ramps and paths to or from the sea where possible to minimise environmental and amenity impacts.	DTS/DPF 2.8 The development utilises existing established roads, tracks, ramps and/or paths (as applicable) to access the sea.
PO 2.9 Access, launching and maintenance facilities are developed as common user facilities and are co-located where practicable to mitigate adverse impacts on coastal areas.	DTS/DPF 2.9 The development utilises existing established roads, tracks, ramps and/or paths (as applicable) to access the sea.
PO 2.10 Marine aquaculture is sited to minimise potential impacts on, and to protect the integrity of, reserves under the *National Parks and Wildlife Act 1972*.	DTS/DPF 2.10 Marine aquaculture is located 1000m or more seaward of the boundary of any reserve under the *National Parks and Wildlife Act 1972*.
PO 2.11	DTS/DPF 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.	The development does not include any onshore facilities in conjunction with a proposal for marine aquaculture.
Navigation and Safety	
PO 3.1 Marine aquaculture sites are suitably marked to maintain navigational safety.	DTS/DPF 3.1 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
PO 3.2 Marine aquaculture is sited to provide adequate separation between farms for safe navigation.	DTS/DPF 3.2 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
Environmental Management	
PO 4.1 Marine aquaculture is maintained to prevent hazards to people and wildlife, including breeding grounds and habitats of native marine mammals and terrestrial fauna, especially migratory species.	DTS/DPF 4.1 None are applicable.
PO 4.2 Marine aquaculture is designed to facilitate the relocation or removal of structures in the case of emergency such as oil spills, algal blooms and altered water flows.	DTS/DPF 4.2 None are applicable.
PO 4.3 Marine aquaculture provides for progressive or future reclamation of disturbed areas ahead of, or upon, decommissioning.	DTS/DPF 4.3 None are applicable.
PO 4.4 Aquaculture operations incorporate measures for the removal and disposal of litter, disused material, shells, debris, detritus, dead animals and animal waste to prevent pollution of waters, wetlands, or the nearby coastline.	DTS/DPF 4.4 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.

Beverage Production in Rural Areas

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Odour and Noise	
PO 1.1 Beverage production activities are designed and sited to minimise odour impacts on rural amenity.	DTS/DPF 1.1 None are applicable.
PO 1.2 Beverage production activities are designed and sited to minimise noise impacts on sensitive receivers.	DTS/DPF 1.2 None are applicable.
PO 1.3 Fermentation, distillation, manufacturing, storage, packaging and bottling activities occur within enclosed buildings to improve the visual appearance within a locality and manage noise associated with these activities.	DTS/DPF 1.3 None are applicable.
PO 1.4 Breweries are designed to minimise odours emitted during boiling and fermentation stages of production.	DTS/DPF 1.4 Brew kettles are fitted with a vapour condenser.
PO 1.5 Beverage production solid wastes are stored in a manner that minimises odour impacts on sensitive receivers in other ownership.	DTS/DPF 1.5 Solid waste from beverage production is collected and stored in sealed containers and removed from the site within 48 hours.
Water Quality	
PO 2.1 Beverage production wastewater management systems (including wastewater irrigation) are set back from watercourses to minimise adverse impacts on water resources.	DTS/DPF 2.1 Wastewater management systems are set back 50m or more from the banks of watercourses and bores.
PO 2.2 The storage or disposal of chemicals or hazardous substances is undertaken in a manner to prevent pollution of water resources.	DTS/DPF 2.2 None are applicable.
PO 2.3 Stormwater runoff from areas that may cause contamination due to beverage production activities (including vehicle movements and machinery operations) is drained to an onsite stormwater treatment system to manage potential environmental impacts.	DTS/DPF 2.3 None are applicable.
PO 2.4 Stormwater runoff from areas unlikely to cause contamination by beverage production and associated activities (such as roof catchments and clean hard-paved surfaces) is diverted away from beverage production areas and wastewater management systems.	DTS/DPF 2.4 None are applicable.
Wastewater Irrigation	
PO 3.1 Beverage production wastewater irrigation systems are designed and located to not contaminate soil and surface and ground water resources or damage crops.	DTS/DPF 3.1 None are applicable.
PO 3.2 Beverage production wastewater irrigation systems are designed and located to minimise impact on amenity and avoid spray drift onto	DTS/DPF 3.2 Beverage production wastewater is not irrigated within 50m of any dwelling in other ownership.

adjoining land.	
PO 3.3 Beverage production wastewater is not irrigated onto areas that pose an undue risk to the environment or amenity such as: (a) waterlogged areas (b) land within 50m of a creek, swamp or domestic or stock water bore (c) land subject to flooding (d) steeply sloping land (e) rocky or highly permeable soil overlaying an unconfined aquifer.	DTS/DPF 3.3 None are applicable.

Bulk Handling and Storage Facilities

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

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

Clearance from Overhead Powerlines

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

Design

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 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	DTS/DPF 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.	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	DTS/DPF 5.1 None are applicable.

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

Earthworks and sloping land	
PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
PO 8.2 Driveways and access tracks are designed and constructed to allow safe and convenient access on sloping land (with a gradient exceeding 1 in 8).	DTS/DPF 8.2 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
PO 8.3 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land.	DTS/DPF 8.3 None are applicable.
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on-site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.
PO 8.5 Development does not occur on land at risk of landslip nor increases the potential for landslip or land surface instability.	DTS/DPF 8.5 None are applicable.
Fences and Walls	
PO 9.1 Fences, walls and retaining walls are of sufficient height to maintain privacy and security without unreasonably impacting the visual amenity and adjoining land's access to sunlight or the amenity of public places.	DTS/DPF 9.1 None are applicable.
PO 9.2 Landscaping incorporated on the low side of retaining walls is visible from public roads and public open space to minimise visual impacts.	DTS/DPF 9.2 A vegetated landscaped strip 1m wide or more is provided against the low side of a retaining wall.
Overlooking / Visual Privacy (in building 3 storeys or less)	
PO 10.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses.	DTS/DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential allotment/site satisfy one of the following: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 200mm (b) have sill heights greater than or equal to 1.5m above finished floor level

	(c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
PO 10.2 Development mitigates direct overlooking from balconies, terraces and decks to habitable rooms and private open space of adjoining residential uses.	DTS/DPF 10.2 One of the following is satisfied: (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases
All Residential development	
Front elevations and passive surveillance	
PO 11.1 Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	DTS/DPF 11.1 Each dwelling with a frontage to a public street: (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least $2m^2$ facing the primary street.
PO 11.2 Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.	DTS/DPF 11.2 Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.
Outlook and amenity	
PO 12.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.	DTS/DPF 12.1 A living room of a dwelling incorporates a window with an outlook towards the street frontage or private open space, public open space, or waterfront areas.
PO 12.2 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 (excluding ancillary accommodation): (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 60m2 (c) are not constructed, added to or altered so that any part is situated: (i) in front of any part of the building line of the dwelling to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)

(d) in the case of a garage or carport, the garage or carport:
- (i) is set back at least 5.5m from the boundary of the primary street
- (ii) when facing a primary street or secondary street, has a total door / opening not exceeding:
  - A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser
  - B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width

(e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless:
- (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary
  and
- (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent

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

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

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

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

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

(k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less:
- (i) a total area as determined by the following table:

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

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

PO 13.2

Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision or car parking requirements and do not result in over-development of the site.

DTS/DPF 13.2

Ancillary buildings and structures do not result in:

(a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space

(b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.

PO 13.3 Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa is positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.	DTS/DPF 13.3 The pump and/or filtration system is ancillary to a dwelling erected on the same site and is: (a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
PO 13.4 Buildings and structures that are ancillary to an existing non-residential use do not detract from the streetscape character, appearance of buildings on the site of the development, or the amenity of neighbouring properties.	DTS/DPF 13.4 Non-residential ancillary buildings and structures: (a) are ancillary and subordinate to an existing non-residential use on the same site (b) have a floor area not exceeding the following: Allotment size: ≤500m2 — Floor area: 60m2 Allotment size: >500m2 — Floor area: 80m2 (c) are not constructed, added to or altered so that any part is situated: (i) in front of any part of the building line of the main building to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: (i) is set back at least 5.5m from the boundary of the primary street (e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless: (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height (or post height) not exceeding 3m (and not including a gable end) (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour.
PO 13.5 Ancillary accommodation:	DTS/DPF 13.5 Ancillary accommodation:

(a) is sited and designed to not detract from the streetscape or appearance of primary residential buildings on the site or neighbouring properties (b) is integrated within the site of the dwelling to which it is ancillary and incorporates shared utilities and shared open space.	(a) is ancillary to a dwelling erected on the same site (b) has a floor area not exceeding 70m^2 (c) is 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) if situated on a boundary (not being a boundary with a primary street or secondary street), does 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 (e) 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 (f) 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 (g) has a wall height or post height not exceeding 3m above natural ground level (and not including a gable end) (h) has a roof height where no part of the roof is more than 5m above the natural ground level (i) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour (j) 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.

(k) does not have separate connection to utilities and services (such as electricity, gas, water, telecommunications, sewerage system, wastewater system or waste control system) to those servicing the existing dwelling

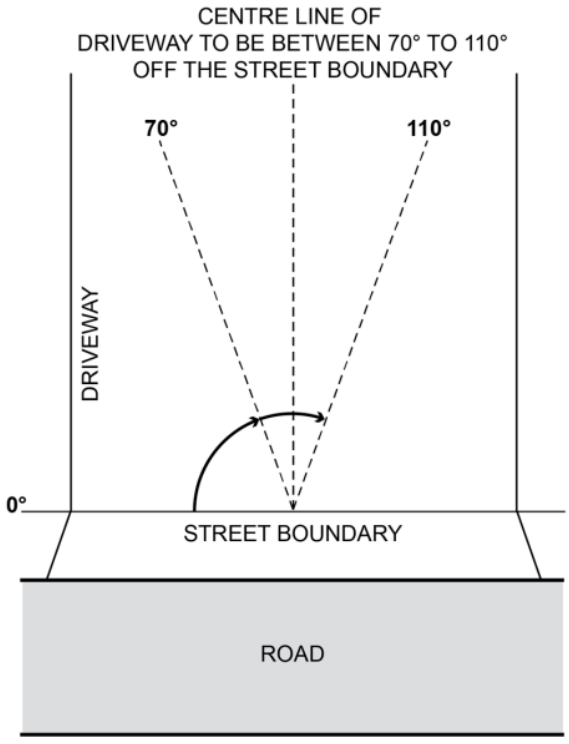
(l) has unrestricted access to the private open space associated with the existing dwelling to which it is ancillary

(m) in the case of the Rural Zone, Productive Rural Landscape Zone, or Rural Horticulture Zone, is located within 20m of an existing dwelling.

Garage appearance	
PO 14.1	DTS/DPF 14.1

Garaging is designed to not detract from the streetscape or appearance of a dwelling.	Garages and carports facing a street: (a) are situated so that no part of the garage or carport is in front of any part of the building line of the dwelling (b) are set back at least 5.5m from the boundary of the primary street (c) have a garage door / opening not exceeding 7m in width (d) have a garage door /opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.
Massing	
PO 15.1 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 15.1 None are applicable
Dwelling additions	
PO 16.1 Dwelling additions are sited and designed to not detract from the streetscape or amenity of adjoining properties and do not impede on-site functional requirements.	DTS / DPF 16.1 Dwelling additions: (a) are not constructed, added to or altered so that any part is situated closer to a public street (b) do not result in: (i) excavation exceeding a vertical height of 1m (ii) filling exceeding a vertical height of 1m (iii) a total combined excavation and filling vertical height of 2m or more (iv) less Private Open Space than specified in Design Table 1 - Private Open Space (v) less on-site parking than specified in Transport Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas (vi) upper level windows facing side or rear boundaries unless: A. they are permanently obscured to a height of 1.5m above finished floor level that is fixed or not capable of being opened more than 200mm or B. have sill heights greater than or equal to 1.5m above finished floor level or C. incorporate screening to a height of 1.5m above finished floor level (vii) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: A. 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land B. 1.7m above finished floor level in all other cases.
Private Open Space	
PO 17.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 17.1 Private open space is provided in accordance with Design Table 1 - Private Open Space.

Water Sensitive Design	
PO 18.1 Residential development creating a common driveway / access includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 18.1 Residential development creating a common driveway / access that services 5 or more dwellings achieves the following stormwater runoff outcomes: (a) 80 per cent reduction in average annual total suspended solids (b) 60 per cent reduction in average annual total phosphorus (c) 45 per cent reduction in average annual total nitrogen.
PO 18.2 Residential development creating a common driveway / access includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 18.2 Development creating a common driveway / access that services 5 or more dwellings: (a) maintains the pre-development peak flow rate from the site based upon a 0.35 runoff coefficient for the 18.1% AEP 30-minute storm and the stormwater runoff time to peak is not increased or captures and retains the difference in pre-development runoff volume (based upon a 0.35 runoff coefficient) vs post development runoff volume from the site for an 18.1% AEP 30-minute storm; and (b) manages site generated stormwater runoff up to and including the 1% AEP flood event to avoid flooding of buildings.
Car parking, access and manoeuvrability	
PO 19.1 Enclosed parking spaces are of a size and dimensions to be functional, accessible and convenient.	DTS/DPF 19.1 Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area): (a) single width car parking spaces: (i) a minimum length of 5.4m per space (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double width car parking spaces (side by side): (i) a minimum length of 5.4m (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space.
PO 19.2 Uncovered parking spaces are of a size and dimensions to be functional, accessible and convenient.	DTS/DPF 19.2 Uncovered car parking spaces have: (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m
PO 19.3 Driveways and access points are located and designed to facilitate safe access and egress while maximising land available for street tree planting, pedestrian movement, domestic waste collection, landscaped street frontages and on-street parking.	DTS/DPF 19.3 Driveways and access points on sites with a frontage to a public road of 10m or less have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site.
PO 19.4 Vehicle access is safe, convenient, minimises interruption to the	DTS/DPF 19.4 Vehicle access to designated car parking spaces satisfy (a) or (b):

operation of public roads and does not interfere with street infrastructure or street trees.	(a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed: (i) is set back 6m or more from the tangent point of an intersection of 2 or more roads (ii) is set back outside of the marked lines or infrastructure dedicating a pedestrian crossing (iii) does not involve the removal, relocation or damage to of mature street trees, street furniture or utility infrastructure services.
PO 19.5 Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	DTS/DPF 19.5 Driveways are designed and sited so that: (a) the gradient of the driveway does not exceed a grade of 1 in 4 and includes transitions to ensure a maximum grade change of 12.5% (1 in 8) for summit changes, and 15% (1 in 6.7) for sag changes, in accordance with AS 2890.1:2004 to prevent vehicles bottoming or scraping (b) the centreline of the driveway has an angle of no less than 70 degrees and no more than 110 degrees from the street boundary to which it takes its access as shown in the following diagram:  (c) if located to provide access from an alley, lane or right of way - the alley, land or right or way is at least 6.2m wide along the boundary of the allotment / site
PO 19.6 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 19.6 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly

	(c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
Waste storage	
PO 20.1 Provision is made for the adequate and convenient storage of waste bins in a location screened from public view.	DTS/DPF 20.1 None are applicable.
Design of Transportable Dwellings	
PO 21.1 The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.	DTS/DPF 21.1 Buildings satisfy (a) or (b): (a) are not transportable or (b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.
Group dwelling, residential flat buildings and battle-axe development	
Amenity	
PO 22.1 Dwellings are of a suitable size to accommodate a layout that is well organised and provides a high standard of amenity for occupants.	DTS/DPF 22.1 Dwellings have a minimum internal floor area in accordance with the following table:

Number of bedrooms	Minimum internal floor area
Studio	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	DTS/DPF 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.	Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre.
PO 24.6 Dwellings are adequately separated from common driveways and manoeuvring areas.	DTS/DPF 24.6 Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.
Soft Landscaping	
PO 25.1 Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common areas.	DTS/DPF 25.1 Other than where located directly in front of a garage or a building entry, soft landscaping with a minimum dimension of 1m is provided between a dwelling and common driveway.
PO 25.2 Soft landscaping is provided that improves the appearance of common driveways.	DTS/DPF 25.2 Where a common driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the driveway and site boundary (excluding along the perimeter of a passing point).
Site Facilities / Waste Storage	
PO 26.1 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 26.1 None are applicable.
PO 26.2 Provision is made for suitable external clothes drying facilities.	DTS/DPF 26.2 None are applicable.
PO 26.3 Provision is made for suitable household waste and recyclable material storage facilities which are: (a) located away, or screened, from public view, and (b) conveniently located in proximity to dwellings and the waste collection point.	DTS/DPF 26.3 None are applicable.
PO 26.4 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 26.4 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 26.5 Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to accommodate the safe and convenient access, egress and movement of waste collection vehicles.	DTS/DPF 26.5 None are applicable.
PO 26.6 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 26.6 None are applicable.
Supported accommodation and retirement facilities	
Siting and Configuration	
PO 27.1 Supported accommodation and housing for aged persons and people with disabilities is located where on-site movement of residents is not unduly restricted by the slope of the land.	DTS/DPF 27.1 None are applicable.

Movement and Access	
PO 28.1 Development is designed to support safe and convenient access and movement for residents by providing: (a) ground-level access or lifted access to all units (b) level entry porches, ramps, paths, driveways, passenger loading areas and areas adjacent to footpaths that allow for the passing of wheelchairs and resting places (c) car parks with gradients no steeper than 1-in-40 and of sufficient area to provide for wheelchair manoeuvrability (d) kerb ramps at pedestrian crossing points.	DTS/DPF 28.1 None are applicable.
Communal Open Space	
PO 29.1 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	DTS/DPF 30.3

Provision is made for suitable external clothes drying facilities.	None are applicable.
PO 30.4 Provision is made for suitable household waste and recyclable material storage facilities conveniently located and screened from public view.	DTS/DPF 30.4 None are applicable.
PO 30.5 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 30.5 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 30.6 Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.	DTS/DPF 30.6 None are applicable.
PO 30.7 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 30.7 None are applicable.
All non-residential development	
Water Sensitive Design	
PO 31.1 Development likely to result in significant risk of export of litter, oil or grease includes stormwater management systems designed to minimise pollutants entering stormwater.	DTS/DPF 31.1 None are applicable.
PO 31.2 Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	DTS/DPF 31.2 None are applicable.
Wash-down and Waste Loading and Unloading	
PO 32.1 Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, vessels, plant or equipment are: (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis.	DTS/DPF 32.1 None are applicable.
Decks	
Design and Siting	
PO 33.1 Decks are designed and sited to: (a) complement the associated building form	DTS/DPF 33.1 Decks: (a) where ancillary to a dwelling:

(b) minimise impacts on the streetscape through siting behind the building line of the principal building (unless on a significant allotment or open space) (c) minimise cut and fill and overall massing when viewed from adjacent land.	(i) are not constructed, added to or altered so that any part is situated: A. in front of any part of the building line of the dwelling to which it is ancillary or B. within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (ii) are set back at least 900mm from side or rear allotment boundaries (iii) when attached to the dwelling, has a finished floor level consistent with the finished ground floor level of the dwelling (iv) where associated with a residential use, retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (A) or (B), whichever is less: A. a total area is determined by the following table: <table><tr><th>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>>200-450</td><td>20%</td></tr><tr><td>>450</td><td>25%</td></tr></table>B. the amount of existing soft landscaping prior to the development occurring. (b) where in association with a non-residential use: (i) are set back at least 2 metres from the boundary of an allotment used for residential purposes. (ii) are set back at least 2 metres from a public road. (iii) have a floor area not exceeding 25m^2 (c) in all cases, has a finished floor level not exceeding 1 metre above natural ground level at any point.
PO 33.2 Decks are designed and sited to minimise direct overlooking of habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones through suitable floor levels, screening and siting taking into account the slope of the subject land, existing vegetation on the subject land, and fencing.	DTS/DPF 33.2 Decks with a finished floor level/s 500mm or more above natural ground level facing side or rear boundaries shared with a residential use in a neighbourhood-type zone incorporate screening with a maximum of 25% transparency/openings, permanently fixed to the outer edge of the deck not less than 1.5 m above the finished floor level/s.
PO 33.3 Decks used for outdoor dining, entertainment or other commercial uses provide carparking in accordance with the primary use of the deck.	DTS/DPF 33.3 Decks used for commercial purposes do not result in less on-site car parking for the primary use of the subject land than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.

Table 1 - Private Open Space

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

Design in Urban Areas

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

and slope).	
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment are integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: (a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces (b) screening rooftop plant and equipment from view (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.
PO 1.5 The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.	DTS/DPF 1.5 None are applicable.
Safety	
PO 2.1 Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is designed to differentiate public, communal and private areas.	DTS/DPF 2.2 None are applicable.
PO 2.3 Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	DTS/DPF 2.3 None are applicable.
PO 2.4 Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	DTS/DPF 2.4 None are applicable.
PO 2.5 Common areas and entry points of buildings (such as the foyer areas of residential buildings) and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.	DTS/DPF 2.5 None are applicable.
Landscaping	
PO 3.1 Soft landscaping and tree planting are incorporated to:	DTS/DPF 3.1 None are applicable.

(a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes.	
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,	DTS/DPF 7.2 None are applicable.

screen fenced and the like.	
PO 7.3 Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	DTS/DPF 7.3 None are applicable.
PO 7.4 Street-level vehicle parking areas incorporate tree planting to provide shade, reduce solar heat absorption and reflection.	DTS/DPF 7.4 Vehicle parking areas that are open to the sky and comprise 10 or more car parking spaces include a shade tree with a mature canopy of 4m diameter spaced for each 10 car parking spaces provided and a landscaped strip on any road frontage of a minimum dimension of 1m.
PO 7.5 Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.	DTS/DPF 7.5 Vehicle parking areas comprising 10 or more car parking spaces include soft landscaping with a minimum dimension of: (a) 1m along all public road frontages and allotment boundaries (b) 1m between double rows of car parking spaces.
PO 7.6 Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.	DTS/DPF 7.6 None are applicable.
PO 7.7 Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.	DTS/DPF 7.7 None are applicable.
Earthworks and sloping land	
PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
PO 8.2 Driveways and access tracks designed and constructed to allow safe and convenient access on sloping land.	DTS/DPF 8.2 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
PO 8.3 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land.	DTS/DPF 8.3 None are applicable.
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on site drainage	DTS/DPF 8.4 None are applicable.

systems to minimise erosion.	
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	DTS/DPF 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.	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	DTS/DPF 17.1 Each dwelling with a frontage to a public street:

encourage passive surveillance and make a positive contribution to the streetscape.	(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 (excluding ancillary accommodation): (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 60m2 (c) are not constructed, added to or altered so that any part is situated: (i) in front of any part of the building line of the dwelling to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: (i) is set back at least 5.5m from the boundary of the primary street (ii) when facing a primary street or secondary street, has a total door / opening not exceeding: A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width (e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless: (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary

	(g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end) (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour (k) retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (i) or (ii), whichever is less: (i) a total area as determined by the following table: **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% (ii) the amount of existing soft landscaping prior to the development occurring.
PO 19.2 Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision, car parking requirements or result in over-development of the site.	DTS/DPF 19.2 Ancillary buildings and structures do not result in: (a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space (b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
PO 19.3 Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.	DTS/DPF 19.3 The pump and/or filtration system is ancillary to a dwelling erected on the same site and is: (a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
PO 19.4 Buildings and structures that are ancillary to an existing non-residential use do not detract from the streetscape character, appearance of buildings on the site of the development, or the amenity of neighbouring properties.	DTS/DPF 19.4 Non-residential ancillary buildings and structures: (a) are ancillary and subordinate to an existing non-residential use on the same site (b) have a floor area not exceeding the following: Allotment size / Floor area ≤500m2 / 60m2 >500m2 / 80m2

	(c) are not constructed, added to or altered so that any part is situated: (i) in front of any part of the building line of the main building to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: (i) is set back at least 5.5m from the boundary of the primary street (e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless: (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height (or post height) not exceeding 3m (and not including a gable end) (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour.
PO 19.5 Ancillary accommodation: (a) is sited and designed to not detract from the streetscape or appearance of primary residential buildings on the site or neighbouring properties (b) is integrated within the site of the dwelling to which it is ancillary and incorporates shared utilities and shared open space.	DTS/DPF 19.5 Ancillary accommodation: (a) is ancillary to a dwelling erected on the same site (b) has a floor area not exceeding $70m^2$ (c) is 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) if situated on a boundary (not being a boundary with a primary street or secondary street), does 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 (e) 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

(f) 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

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

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

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

(j) retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (i) or (ii), whichever is less:

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

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%

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

(k) does not have separate connection to utilities and services (such as electricity, gas, water, telecommunications, sewerage system, wastewater system or waste control system) to those servicing the existing dwelling

(l) has unrestricted access to the private open space associated with the existing dwelling to which it is ancillary

(m) in the case of the Rural Zone, Productive Rural Landscape Zone, or Rural Horticulture Zone, is located within 20m of an existing dwelling.

Residential Development - Low Rise

External appearance

PO 20.1

Garaging is designed to not detract from the streetscape or appearance of a dwelling.

DTS/DPF 20.1

Garages and carports facing a street:

(a) are situated so that no part of the garage or carport will be in front of any part of the building line of the dwelling

(b) are set back at least 5.5m from the boundary of the primary street

(c) have a garage door / opening width not exceeding 7m

(d) have a garage door / opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.

PO 20.2

Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and the appearance of common driveway areas.

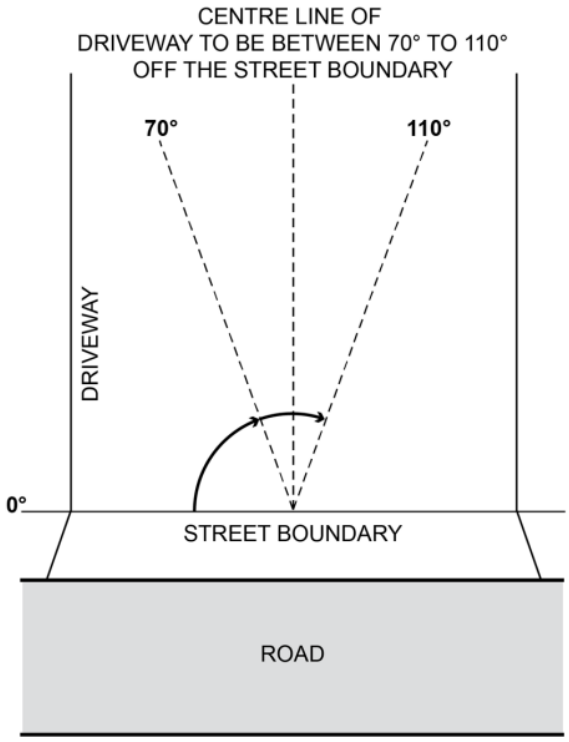
DTS/DPF 20.2

Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the following design features within the building elevation facing any other public road (other than a laneway) or a common driveway:

(a) a minimum of 30% of the building wall is set back an additional 300mm from the building line

	(b) a porch or portico projects at least 1m from the building wall (c) a balcony projects from the building wall (d) a verandah projects at least 1m from the building wall (e) eaves of a minimum 400mm width extend along the width of the front elevation (f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm (g) a minimum of two different materials or finishes are incorporated on the walls of the front building elevation, with a maximum of 80% of the building elevation in a single material or finish.
PO 20.3 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 20.3 None are applicable
Private Open Space	
PO 21.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 21.1 Private open space is provided in accordance with Design in Urban Areas Table 1 - Private Open Space.
PO 21.2 Private open space is positioned to provide convenient access from internal living areas.	DTS/DPF 21.2 Private open space is directly accessible from a habitable room.
Landscaping	
PO 22.1 Soft landscaping is incorporated into development to: (a) minimise heat absorption and reflection (b) contribute shade and shelter (c) provide for stormwater infiltration and biodiversity (d) enhance the appearance of land and streetscapes.	DTS/DPF 22.1 Residential development incorporates soft landscaping with a minimum dimension of 700mm provided in accordance with (a) and (b): (a) a total area for the entire development site, including any common property, as determined by the following table: **Site area (or in the case of residential flat building, co-located housing 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, pedestrian movement, domestic waste collection, landscaped street frontages and on-street parking.	DTS/DPF 23.3 Driveways and access points satisfy (a) or (b): (a) sites with a frontage to a public road of 10m or less, have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site (b) sites with a frontage to a public road greater than 10m: (i) have a maximum width of 5m measured at the property boundary and are the only access point provided on the site; (ii) have a width between 3.0 metres and 3.2 metres measured at the property boundary and no more than two access points are provided on site, separated by no less than 1m.
PO 23.4 Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	DTS/DPF 23.4 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 23.5 Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	DTS/DPF 23.5 Driveways are designed and sited so that: (a) the gradient of the driveway does not exceed a grade of 1 in 4 and includes transitions to ensure a maximum grade change of 12.5% (1 in 8) for summit changes, and 15% (1 in 6.7) for sag changes, in accordance with AS 2890.1:2004 to prevent vehicles bottoming or scraping

	(b) the centreline of the driveway has an angle of no less than 70 degrees and no more than 110 degrees from the street boundary to which it takes its access as shown in the following diagram:  (c) if located to provide access from an alley, lane or right of way - the alley, land or right or way is at least 6.2m wide along the boundary of the allotment / site.
PO 23.6 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 23.6 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
Waste storage	
PO 24.1 Provision is made for the convenient storage of waste bins in a location screened from public view.	DTS/DPF 24.1 Where dwellings abut both side boundaries a waste bin storage area is provided behind the building line of each dwelling that: (a) has a minimum area of $2m^2$ with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
Design of Transportable Buildings	
PO 25.1 The sub-floor space beneath transportable buildings is enclosed to give	DTS/DPF 25.1 Buildings satisfy (a) or (b):

the appearance of a permanent structure.	(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	DTS/DPF 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.	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.
Co-located Housing, 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 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	DTS/DPF 35.3 None are applicable.

(b) conveniently located in proximity to dwellings and the waste collection point.	
PO 35.4 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 35.4 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 35.5 Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to accommodate the safe and convenient access, egress and movement of waste collection vehicles.	DTS/DPF 35.5 None are applicable.
PO 35.6 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 35.6 None are applicable.
Water sensitive urban design	
PO 36.1 Residential development creating a common driveway / access includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 36.1 None are applicable.
PO 36.2 Residential development creating a common driveway / access includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 36.2 None are applicable.
Supported Accommodation and retirement facilities	
Siting, Configuration and Design	
PO 37.1 Supported accommodation and housing for aged persons and people with disabilities is located where on-site movement of residents is not unduly restricted by the slope of the land.	DTS/DPF 37.1 None are applicable.
PO 37.2 Universal design features are incorporated to provide options for people living with disabilities or limited mobility and / or to facilitate ageing in place.	DTS/DPF 37.2 None are applicable.
Movement and Access	
PO 38.1 Development is designed to support safe and convenient access and movement for residents by providing: (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	DTS/DPF 39.1 None are applicable.

comfortable indoor and outdoor communal areas to be used by residents and visitors.	
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 located and	DTS/DPF 40.7 None are applicable.

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 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	DTS/DPF 43.1 None are applicable.

(c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) are designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis.	
Laneway Development	
Infrastructure and Access	
PO 44.1 Development with a primary street comprising a laneway, alley, lane, right of way or similar minor thoroughfare only occurs where: (a) existing utility infrastructure and services are capable of accommodating the development (b) the primary street can support access by emergency and regular service vehicles (such as waste collection) (c) it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems) (d) safety of pedestrians or vehicle movement is maintained (e) any necessary grade transition is accommodated within the site of the development to support an appropriate development intensity and orderly development of land fronting minor thoroughfares.	DTS/DPF 44.1 Development with a primary street frontage that is not an alley, lane, right of way or similar public thoroughfare.
Decks	
Design and Siting	
PO 45.1 Decks are designed and sited to: (a) complement the associated building form (b) minimise impacts on the streetscape through siting behind the building line of the principal building (unless on a significant allotment or open space) (c) minimise cut and fill and overall massing when viewed from adjacent land.	DTS/DPF 45.1 Decks: (a) where ancillary to a dwelling: (i) are not constructed, added to or altered so that any part is situated: A. in front of any part of the building line of the dwelling to which it is ancillary or B. within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (ii) are set back at least 900mm from side or rear allotment boundaries (iii) when attached to the dwelling, has a finished floor level consistent with the finished ground floor level of the dwelling (iv) where associated with a residential use, retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (A) or (B), whichever is less: A. a total area is determined by the following table: **Site area (or in the case of residential flat building or group dwelling(s), average site area) (m^2)** | **Minimum percentage of site**

	<150 | 10% 150-200 | 15% >200-450 | 20% >450 | 25% B. the amount of existing soft landscaping prior to the development occurring. (b) where in association with a non-residential use: (i) are set back at least 2 metres from the boundary of an allotment used for residential purposes. (ii) are set back at least 2 metres from a public road. (iii) have a floor area not exceeding 25m^2 (c) in all cases, has a finished floor level not exceeding 1 metre above natural ground level at any point.
PO 45.2 Decks are designed and sited to minimise direct overlooking of habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones through suitable floor levels, screening and siting taking into account the slope of the subject land, existing vegetation on the subject land, and fencing.	DTS/DPF 45.2 Decks with a finished floor level/s 500mm or more above natural ground level facing side or rear boundaries shared with a residential use in a neighbourhood-type zone incorporate screening with a maximum of 25% transparency/openings, permanently fixed to the outer edge of the deck not less than 1.5 m above the finished floor level/s.
PO 45.3 Decks used for outdoor dining, entertainment or other commercial uses provide carparking in accordance with the primary use of the deck.	DTS/DPF 45.3 Decks used for commercial purposes do not result in less on-site car parking for the primary use of the subject land than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.

Table 1 - Private Open Space

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

	One bedroom dwelling	8m^2 / minimum dimension 2.1m
	Two bedroom dwelling	11m^2 / minimum dimension 2.4m
	Three + bedroom dwelling	15 m^2 / minimum dimension 2.6m

Forestry

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting	
PO 1.1 Commercial forestry plantations are established where there is no detrimental effect on the physical environment or scenic quality of the rural landscape.	DTS/DPF 1.1 None are applicable.
PO 1.2 Commercial forestry plantations are established on slopes that are stable to minimise the risk of soil erosion.	DTS/DPF 1.2 Commercial forestry plantations are not located on land with a slope exceeding 20% (1-in-5).
PO 1.3 Commercial forestry plantations and operations associated with their establishment, management and harvesting are appropriately set back from any sensitive receiver to minimise fire risk and noise disturbance.	DTS/DPF 1.3 Commercial forestry plantations and operations associated with their establishment, management and harvesting are set back 50m or more from any sensitive receiver.
Water Protection	
PO 2.1 Commercial forestry plantations incorporate artificial drainage lines (i.e. culverts, runoffs and constructed drains) integrated with natural drainage lines to minimise concentrated water flows onto or from plantation areas.	DTS/DPF 2.1 None are applicable.
PO 2.2 Appropriate siting, layout and design measures are adopted to minimise the impact of commercial forestry plantations on surface water resources.	DTS/DPF 2.2 Commercial forestry plantations: (a) do not involve cultivation (excluding spot cultivation) in drainage lines

	(b) are set back 20m or more from the banks of any major watercourse (a third order or higher watercourse), lake, reservoir, wetland or sinkhole (with direct connection to an aquifer) (c) are set back 10m or more from the banks of any first or second order watercourse or sinkhole (with no direct connection to an aquifer).
Fire Management	
PO 3.1 Commercial forestry plantations incorporate appropriate firebreaks and fire management design elements.	DTS/DPF 3.1 Commercial forestry plantations provide: (a) 7m or more wide external boundary firebreaks for plantations of 40ha or less (b) 10m or more wide external boundary firebreaks for plantations of between 40ha and 100ha (c) 20m or more wide external boundary firebreaks, or 10m with an additional 10m or more of fuel-reduced plantation, for plantations of 100ha or greater. Note: Firebreaks prescribed above (as well as access tracks) may be included within the setback buffer distances prescribed by other policies of the Code.
PO 3.2 Commercial forestry plantations incorporate appropriate fire management access tracks.	DTS/DPF 3.2 Commercial forestry plantation fire management access tracks: (a) are incorporated within all firebreaks (b) are 7m or more wide with a vertical clearance of 4m or more (c) are aligned to provide straight through access at junctions, or if they are a no through access track are appropriately signposted and provide suitable turnaround areas for fire-fighting vehicles (d) partition the plantation into units of 40ha or less in area.
Power-line Clearances	
PO 4.1 Commercial forestry plantations achieve and maintain appropriate clearances from aboveground powerlines.	DTS/DPF 4.1 Commercial forestry plantations incorporating trees with an expected mature height of greater than 6m meet the clearance requirements listed in the following table:

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

Housing Renewal

Assessment Provisions (AP)

The Housing Renewal General Development Policies are only applicable to dwellings or residential flat building undertaken by:

(a) the South Australian Housing Trust either individually or jointly with other persons or bodies
or
(b) a provider registered under the Community Housing National Law participating in a program relating to the renewal of housing endorsed by the South Australian Housing Trust.

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Residential development provides a range of housing choices.	DTS/DPF 1.1 Development comprises one or more of the following: (a) detached dwellings (b) semi-detached dwellings (c) row dwellings (d) group dwellings (e) residential flat buildings.
PO 1.2 Medium-density housing options or higher are located in close proximity to public transit, open space and/or activity centres.	DTS/DPF 1.2 None are applicable.
Building Height	
PO 2.1 Buildings generally do not exceed 3 building levels unless in locations close to public transport, centres and/or open space.	DTS/DPF 2.1 Building height (excluding garages, carports and outbuildings) does not exceed 3 building levels and 12m and wall height does not exceed 9m (not including a gable end).
PO 2.2 Medium or high rise residential flat buildings located within or at the interface with zones which restrict heights to a maximum of 2 building levels transition down in scale and height towards the boundary of that zone, other than where it is a street boundary.	DTS/DPF 2.2 None are applicable.
Primary Street Setback	
PO 3.1 Buildings are set back from the primary street boundary to contribute to an attractive streetscape character.	DTS/DPF 3.1 Buildings are no closer to the primary street (excluding any balcony, verandah, porch, awning or similar structure) than 3m.
Secondary Street Setback	
PO 4.1	DTS/DPF 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.	Buildings are set back at least 900mm from the boundary of the allotment with a secondary street frontage.
Boundary Walls	
PO 5.1 Boundary walls are limited in height and length to manage visual impacts and access to natural light and ventilation.	DTS/DPF 5.1 Except where the dwelling is located on a central site within a row dwelling or terrace arrangement, dwellings with side boundary walls are sited on only one side boundary and satisfy (a) or (b): (a) adjoin or abut a boundary wall of a building on adjoining land for the same length and height (b) do not: (i) exceed 3.2m in height from the lower of the natural or finished ground level (ii) exceed 11.5m in length (iii) when combined with other walls on the boundary of the subject development site, a maximum 45% of the length of the boundary (iv) encroach within 3 metres of any other existing or proposed boundary walls on the subject land.
PO 5.2 Dwellings in a semi-detached, row or terrace arrangement maintain space between buildings consistent with a suburban streetscape character.	DTS/DPF 5.2 Dwellings in a semi-detached or row arrangement are set back 900mm or more from side boundaries shared with allotments outside the development site, except for a carport or garage.
Side Boundary Setback	
PO 6.1 Buildings are set back from side boundaries to provide: (a) separation between dwellings in a way that contributes to a suburban character (b) access to natural light and ventilation for neighbours.	DTS/DPF 6.1 Other than walls located on a side boundary, buildings are set back from side boundaries in accordance with the following: (a) where the wall height does not exceed 3m - at least 900mm (b) for a wall that is not south facing and the wall height exceeds 3m - at least 900mm from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the top of the footings (c) for a wall that is south facing and the wall height exceeds 3m - at least 1.9m from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the top of the footings.
Rear Boundary Setback	
PO 7.1 Buildings are set back from rear boundaries to provide: (a) separation between dwellings in a way that contributes to a suburban character (b) access to natural light and ventilation for neighbours (c) private open space (d) space for landscaping and vegetation.	DTS/DPF 7.1 Dwellings are set back from the rear boundary: (a) 3m or more for the first building level (b) 5m or more for any subsequent building level.
Buildings elevation design	
PO 8.1 Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and common driveway areas.	DTS/DPF 8.1 Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the following design features within the building elevation facing any other public road (other than a laneway) or a common driveway:

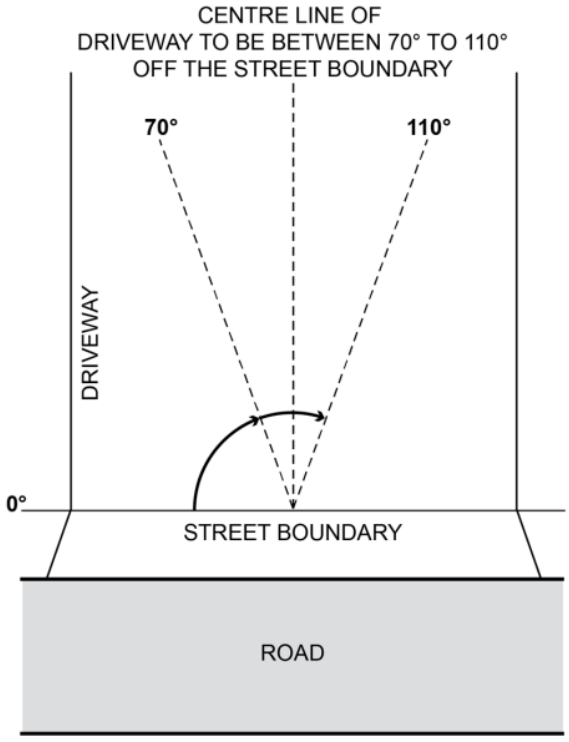
	(a) a minimum of 30% of the building elevation is set back an additional 300mm from the building line (b) a porch or portico projects at least 1m from the building elevation (c) a balcony projects from the building elevation (d) a verandah projects at least 1m from the building elevation (e) eaves of a minimum 400mm width extend along the width of the front elevation (f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm. (g) a minimum of two different materials or finishes are incorporated on the walls of the building elevation, with a maximum of 80% of the building elevation in a single material or finish.
PO 8.2 Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	DTS/DPF 8.2 Each dwelling with a frontage to a public street: (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least $2m^2$ facing the primary street
PO 8.3 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 8.3 None are applicable.
PO 8.4 Built form considers local context and provides a quality design response through scale, massing, materials, colours and architectural expression.	DTS/DPF 8.4 None are applicable.
PO 8.5 Entrances to multi-storey buildings are: (a) oriented towards the street (b) visible and easily identifiable from the street (c) designed to include a common mail box structure.	DTS/DPF 8.5 None are applicable.
Outlook and amenity	
PO 9.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.	DTS/DPF 9.1 A living room of a dwelling incorporates a window with an external outlook towards the street frontage or private open space.
PO 9.2 Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.	DTS/DPF 9.2 None are applicable.
Private Open Space	
PO 10.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 10.1 Private open space is provided in accordance with the following table: **Dwelling Type** / **Dwelling / Site Configuration** / **Minimum Rate**

	Dwelling (at ground level)		Total area: 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) (m2) / Minimum percentage of site <150 / 10% <200 / 15% 200-450 / 20% >450 / 25% (b) at least 30% of land between the road boundary and the building line.
Water Sensitive Design	
PO 13.1 Residential development is designed to capture and use stormwater to: (a) maximise efficient use of water resources (b) manage peak stormwater runoff flows and volume to ensure the carrying capacities of downstream systems are not overloaded (c) manage runoff quality to maintain, as close as practical, pre-development conditions.	DTS/DPF 13.1 None are applicable.
Car Parking	
PO 14.1 On-site car parking is provided to meet the anticipated demand of residents, with less on-site parking in areas in close proximity to public transport.	DTS/DPF 14.1 On-site car parking is provided at the following rates per dwelling: (a) 2 or fewer bedrooms - 1 car parking space (b) 3 or more bedrooms - 2 car parking spaces.
PO 14.2 Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.	DTS/DPF 14.2 Residential parking spaces enclosed by fencing, walls or other obstructions with the following internal dimensions (separate from any waste storage area): (a) single parking spaces: (i) a minimum length of 5.4m (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double parking spaces (side by side): (i) a minimum length of 5.4m (ii) a minimum width of 5.5m (iii) minimum garage door width of 2.4m per space.
PO 14.3 Uncovered car parking spaces are of dimensions to be functional, accessible and convenient.	DTS/DPF 14.3 Uncovered car parking spaces have: (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.

PO 14.4 Residential flat buildings and group dwelling developments provide sufficient on-site visitor car parking to cater for anticipated demand.	DTS/DPF 14.4 Visitor car parking for group and residential flat buildings incorporating 4 or more dwellings is provided on-site at a minimum ratio of 0.25 car parking spaces per dwelling.
PO 14.5 Residential flat buildings provide dedicated areas for bicycle parking.	DTS/DPF 14.5 Residential flat buildings provide one bicycle parking space per dwelling.
Overshadowing	
PO 15.1 Development minimises overshadowing of the private open spaces of adjoining land by ensuring that ground level open space associated with residential buildings receive direct sunlight for a minimum of 2 hours between 9am and 3pm on 21 June.	DTS/DPF 15.1 None are applicable.
Waste	
PO 16.1 Provision is made for the convenient storage of waste bins in a location screened from public view.	DTS/DPF 16.1 A waste bin storage area is provided behind the primary building line that: (a) has a minimum area of $2m^2$ with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space).; and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
PO 16.2 Residential flat buildings provide a dedicated area for the on-site storage of waste which is: (a) easily and safely accessible for residents and for collection vehicles (b) screened from adjoining land and public roads (c) of sufficient dimensions to be able to accommodate the waste storage needs of the development considering the intensity and nature of the development and the frequency of collection.	DTS/DPF 16.2 None are applicable.
Vehicle Access	
PO 17.1 Driveways are located and designed to facilitate safe access and egress while maximising land available for street tree planting, landscaped street frontages and on-street parking.	DTS/DPF 17.1 None are applicable.
PO 17.2 Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	DTS/DPF 17.2 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance

	(iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 17.3 Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	DTS/DPF 17.3 Driveways are designed and sited so that: (a) the gradient of the driveway does not exceed a grade of 1 in 4 and includes transitions to ensure a maximum grade change of 12.5% (1 in 8) for summit changes, and 15% (1 in 6.7) for sag changes, in accordance with AS 2890.1:2004 to prevent vehicles bottoming or scraping (b) the centreline of the driveway has an angle of no less than 70 degrees and no more than 110 degrees from the street boundary to which it takes its access as shown in the following diagram:  (c) if located to provide access from an alley, lane or right of way - the alley, land or right or way is at least 6.2m wide along the boundary of the allotment / site.
PO 17.4 Driveways and access points are designed and distributed to optimise the provision of on-street parking.	DTS/DPF 17.4 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
PO 17.5 Residential driveways that service more than one dwelling of a dimension to allow safe and convenient movement.	DTS/DPF 17.5 Driveways that service more than 1 dwelling or a dwelling on a battle-axe site: (a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings:

	(i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street (ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.
PO 17.6 Residential driveways that service more than one dwelling are designed to allow passenger vehicles to enter and exit the site and manoeuvre within the site in a safe and convenient manner.	DTS/DPF 17.6 Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre
PO 17.7 Dwellings are adequately separated from common driveways and manoeuvring areas.	DTS/DPF 17.7 Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.
Storage	
PO 18.1 Dwellings are provided with sufficient and accessible space for storage to meet likely occupant needs.	DTS/DPF 18.1 Dwellings are provided with storage at the following rates and 50% or more of the storage volume is provided within the dwelling: (a) studio: not less than $6m^3$ (b) 1 bedroom dwelling / apartment: not less than $8m^3$ (c) 2 bedroom dwelling / apartment: not less than $10m^3$ (d) 3+ bedroom dwelling / apartment: not less than $12m^3$.
Earthworks	
PO 19.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 19.1 The development does not involve: (a) excavation exceeding a vertical height of 1m or (b) filling exceeding a vertical height of 1m or (c) a total combined excavation and filling vertical height exceeding 2m.
Service connections and infrastructure	
PO 20.1 Dwellings are provided with appropriate service connections and infrastructure.	DTS/DPF 20.1 The site and building: (a) have the ability to be connected to a permanent potable water supply (b) have the ability to be connected to a sewerage system, or a wastewater system approved under the *South Australian Public Health Act 2011* (c) have the ability to be connected to electricity supply (d) have the ability to be connected to an adequate water supply (and pressure) for fire-fighting purposes (e) would not be contrary to the Regulations prescribed for the purposes of Section 86 of the *Electricity Act 1996*.
Site contamination	
PO 21.1 Land that is suitable for sensitive land uses to provide a safe environment.	DTS/DPF 21.1 Development satisfies (a), (b), (c) or (d): (a) does not involve a change in the use of land (b) involves a change in the use of land that does not constitute a change to a more sensitive use

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

Infrastructure and Renewable Energy Facilities

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General	
PO 1.1 Development is located and designed to minimise hazard or nuisance to adjacent development and land uses.	DTS/DPF 1.1 None are applicable.
Visual Amenity	
PO 2.1	DTS/DPF 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.	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:	DTS/DPF 5.1 None are applicable.

(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.	
PO 5.2 Electricity supply (excluding transmission lines) serving new development in urban areas and townships installed underground, excluding lines having a capacity exceeding or equal to 33kV.	DTS/DPF 5.2 None are applicable.
PO 5.3 Battery storage facilities are co-located with substation infrastructure where practicable to minimise the development footprint and reduce environmental impacts.	DTS/DPF 5.3 None are applicable.
Telecommunication Facilities	
PO 6.1 The proliferation of telecommunications facilities in the form of towers/monopoles in any one locality is managed, where technically feasible, by co-locating a facility with other communications facilities to mitigate impacts from clutter on visual amenity.	DTS/DPF 6.1 None are applicable.
PO 6.2 Telecommunications antennae are located as close as practicable to support structures to manage overall bulk and mitigate impacts on visual amenity.	DTS/DPF 6.2 None are applicable.
PO 6.3 Telecommunications facilities, particularly towers/monopoles, are located and sized to mitigate visual impacts by the following methods: (a) where technically feasible, incorporating the facility within an existing structure that may serve another purpose or all of the following: (b) using existing buildings and landscape features to obscure or interrupt views of a facility from nearby public roads, residential areas and places of high public amenity to the extent practical without unduly hindering the effective provision of telecommunications services (c) using materials and finishes that complement the environment (d) screening using landscaping and vegetation, particularly for equipment shelters and huts.	DTS/DPF 6.3 None are applicable.
Renewable Energy Facilities	
PO 7.1 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:

	<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></table> 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	DTS/DPF 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.	A dwelling is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the requirements of the development. Where this is not available it is serviced by a rainwater tank or tanks capable of holding at least 50,000 litres of water which is: (a) exclusively for domestic use (b) connected to the roof drainage system of the dwelling.
Wastewater Services	
PO 12.1 Development is connected to an approved common wastewater disposal service with the capacity to meet the requirements of the intended use. Where this is not available an appropriate on-site service is provided to meet the ongoing requirements of the intended use in accordance with the following: (a) it is wholly located and contained within the allotment of the development it will service (b) in areas where there is a high risk of contamination of surface, ground, or marine water resources from on-site disposal of liquid wastes, disposal systems are included to minimise the risk of pollution to those water resources (c) septic tank effluent drainage fields and other wastewater disposal areas are located away from watercourses and flood prone, sloping, saline or poorly drained land to minimise environmental harm.	DTS/DPF 12.1 Development is connected, or will be connected, to an approved common wastewater disposal service with the capacity to meet the requirements of the development. Where this is not available it is instead capable of being serviced by an on-site waste water treatment system in accordance with the following: (a) the system is wholly located and contained within the allotment of development it will service; and (b) the system will comply with the requirements of the South Australian Public Health Act 2011.
PO 12.2 Effluent drainage fields and other wastewater disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	DTS/DPF 12.2 Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.
Temporary Facilities	
PO 13.1 In rural and remote locations, development that is likely to generate significant waste material during construction, including packaging waste, makes provision for a temporary on-site waste storage enclosure to minimise the incidence of wind-blown litter.	DTS/DPF 13.1 A waste collection and disposal service is used to dispose of the volume of waste at the rate it is generated.
PO 13.2 Temporary facilities to support the establishment of renewable energy facilities (including borrow pits, concrete batching plants, laydown, storage, access roads and worker amenity areas) are sited and operated to minimise environmental impact.	DTS/DPF 13.2 None are applicable.

Intensive Animal Husbandry and Dairies

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

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 / 7am to 9pm, Monday to Friday

	or combination of the following: (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone	8am to 5pm, Saturday and Sunday

Overshadowing	
PO 3.1 Overshadowing of habitable room windows of adjacent residential land uses in: a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	DTS/DPF 3.1 North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.
PO 3.2 Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in: a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	DTS/DPF 3.2 Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following: a. for ground level private open space, the smaller of the following: i. half the existing ground level open space or ii. 35m2 of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m) b. for ground level communal open space, at least half of the existing ground level open space.
PO 3.3 Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account: (a) the form of development contemplated in the zone (b) the orientation of the solar energy facilities (c) the extent to which the solar energy facilities are already overshadowed.	DTS/DPF 3.3 None are applicable.
PO 3.4 Development that incorporates moving parts, including windmills and wind farms, are located and operated to not cause unreasonable nuisance to nearby dwellings and tourist accommodation caused by shadow flicker.	DTS/DPF 3.4 None are applicable.
Activities Generating Noise or Vibration	
PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Commercial and Industrial Noise) Policy criteria.
PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and	DTS/DPF 4.2 None are applicable.

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.	
PO 4.3 Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa are positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.3 The pump and/or filtration system ancillary to a dwelling erected on the same site is: (a) enclosed in a solid acoustic structure located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
PO 4.4 External noise into bedrooms is minimised by separating or shielding these rooms from service equipment areas and fixed noise sources located on the same or an adjoining allotment.	DTS/DPF 4.4 Adjacent land is used for residential purposes.
PO 4.5 Outdoor areas associated with licensed premises (such as beer gardens or dining areas) are designed and/or sited to not cause unreasonable noise impact on existing adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.5 None are applicable.
PO 4.6 Development incorporating music achieves suitable acoustic amenity when measured at the boundary of an adjacent sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers.	DTS/DPF 4.6 Development incorporating music includes noise attenuation measures that will achieve the following noise levels: **Assessment location** / **Music noise level** Externally at the nearest existing or envisaged noise sensitive location / Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum (LOCT10,15 < LOCT90,15 + 8dB)
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:	DTS/DPF 5.2 None are applicable.

(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.	
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	DTS/DPF 9.5 Sensitive receivers are located away from the boundary of a site used

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.	for the handling, transportation and/or storage of bulk commodities in other ownership in accordance with the following: (a) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility (b) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals at a wharf or wharf side facility (including sea-port grain terminals) where the handling of these materials into or from vessels does not exceed 100 tonnes per day (c) 500m or more, where it involves the storage of bulk petroleum in individual containers with a capacity up to 200 litres and a total on-site storage capacity not exceeding 1000 cubic metres (d) 500m or more, where it involves the handling of coal with a capacity up to 1 tonne per day or a storage capacity up to 50 tonnes (e) 1000m or more, where it involves the handling of coal with a capacity exceeding 1 tonne per day but not exceeding 100 tonnes per day or a storage capacity exceeding 50 tonnes but not exceeding 5000 tonnes.
PO 9.6 Setbacks and vegetation plantings along allotment boundaries should be incorporated to mitigate the potential impacts of spray drift and other impacts associated with agricultural and horticultural activities.	DTS/DPF 9.6 None are applicable.
PO 9.7 Urban development does not prejudice existing agricultural and horticultural activities through appropriate separation and design techniques.	DTS/DPF 9.7 None are applicable.
Interface with Mines and Quarries (Rural and Remote Areas)	
PO 10.1 Sensitive receivers are separated from existing mines to minimise the adverse impacts from noise, dust and vibration.	DTS/DPF 10.1 Sensitive receivers are located no closer than 500m from the boundary of a Mining Production Tenement under the *Mining Act 1971.*

Land Division

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All land division	
Allotment configuration	
PO 1.1 Land division creates allotments suitable for their intended use.	DTS/DPF 1.1 Division of land satisfies (a) or (b): (a) reflects the site boundaries illustrated and approved in an operative or existing development authorisation for residential development under the *Development Act 1993* or *Planning, Development and Infrastructure Act 2016* where the allotments are used or are proposed to be used solely for residential purposes (b) is proposed as part of a combined land division application with deemed-to-satisfy dwellings on the proposed allotments.
PO 1.2 Land division considers the physical characteristics of the land, preservation of environmental and cultural features of value and the prevailing context of the locality.	DTS/DPF 1.2 None are applicable.
Design and Layout	
PO 2.1 Land division results in a pattern of development that minimises the likelihood of future earthworks and retaining walls.	DTS/DPF 2.1 None are applicable.
PO 2.2 Land division enables the appropriate management of interface impacts between potentially conflicting land uses and/or zones.	DTS/DPF 2.2 None are applicable.
PO 2.3 Land division maximises the number of allotments that face public open space and public streets.	DTS/DPF 2.3 None are applicable.
PO 2.4 Land division is integrated with site features, adjacent land uses, the existing transport network and available infrastructure.	DTS/DPF 2.4 None are applicable.
PO 2.5 Development and infrastructure is provided and staged in a manner that supports an orderly and economic provision of land, infrastructure and services.	DTS/DPF 2.5 None are applicable.
PO 2.6 Land division results in watercourses being retained within open space and development taking place on land not subject to flooding.	DTS/DPF 2.6 None are applicable.
PO 2.7 Land division results in legible street patterns connected to the surrounding street 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	DTS/DPF 3.1 None are applicable.

road.	
PO 3.2 Street patterns and intersections are designed to enable the safe and efficient movement of pedestrian, cycle and vehicular traffic.	DTS/DPF 3.2 None are applicable.
PO 3.3 Land division does not impede access to publicly owned open space and/or recreation facilities.	DTS/DPF 3.3 None are applicable.
PO 3.4 Road reserves provide for safe and convenient movement and parking of projected volumes of vehicles and allow for the efficient movement of service and emergency vehicles.	DTS/DPF 3.4 None are applicable.
PO 3.5 Road reserves are designed to accommodate pedestrian and cycling infrastructure, street tree planting, landscaping and street furniture.	DTS/DPF 3.5 None are applicable.
PO 3.6 Road reserves accommodate stormwater drainage and public utilities.	DTS/DPF 3.6 None are applicable.
PO 3.7 Road reserves provide unobstructed vehicular access and egress to and from individual allotments and sites.	DTS/DPF 3.7 None are applicable.
PO 3.8 Roads, open space and thoroughfares provide safe and convenient linkages to the surrounding open space and transport network.	DTS/DPF 3.8 None are applicable.
PO 3.9 Public streets are designed to enable tree planting to provide shade and enhance the amenity of streetscapes.	DTS/DPF 3.9 None are applicable.
PO 3.10 Local streets are designed to create low-speed environments that are safe for cyclists and pedestrians.	DTS/DPF 3.10 None are applicable.
Infrastructure	
PO 4.1 Land division incorporates public utility services within road reserves or dedicated easements.	DTS/DPF 4.1 None are applicable.
PO 4.2 Waste water, sewage and other effluent is capable of being disposed of from each allotment without risk to public health or the environment.	DTS/DPF 4.2 Each allotment can be connected to: (a) a waste water treatment plant that has the hydraulic volume and pollutant load treatment and disposal capacity for the maximum predicted wastewater volume generated by subsequent development of the proposed allotment or (b) a form of on-site waste water treatment and disposal that meets relevant public health and environmental standards.
PO 4.3 Septic tank effluent drainage fields and other waste water disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	DTS/DPF 4.3 Development is not built on, or encroaches within, an area that is or will be, required for a sewerage system or waste control system.

PO 4.4 Constructed wetland systems, including associated detention and retention basins, are sited and designed to ensure public health and safety is protected, including by minimising potential public health risks arising from the breeding of mosquitoes.	DTS/DPF 4.4 None are applicable.
PO 4.5 Constructed wetland systems, including associated detention and retention basins, are sited and designed to allow sediments to settle prior to discharge into watercourses or the marine environment.	DTS/DPF 4.5 None are applicable.
PO 4.6 Constructed wetland systems, including associated detention and retention basins, are sited and designed to function as a landscape feature.	DTS/DPF 4.6 None are applicable.
Minor Land Division (Under 20 Allotments)	
Open Space	
PO 5.1 Land division proposing an additional allotment under 1 hectare provides or supports the provision of open space.	DTS/DPF 5.1 None are applicable.
Solar Orientation	
PO 6.1 Land division for residential purposes facilitates solar access through allotment orientation.	DTS/DPF 6.1 None are applicable.
Water Sensitive Design	
PO 7.1 Land division creating a new road or common driveway includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 7.1 None are applicable.
PO 7.2 Land division designed to mitigate peak flows and manage the 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	DTS/DPF 8.4

Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.	Battle-axe or common driveways satisfy (a) and (b): (a) are constructed of a minimum of 50% permeable or porous material (b) where the driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the driveway and site boundary (excluding along the perimeter of a passing point).
Major Land Division (20+ Allotments)	
Open Space	
PO 9.1 Land division allocates or retains evenly distributed, high quality areas of open space to improve residential amenity and provide urban heat amelioration.	DTS/DPF 9.1 None are applicable.
PO 9.2 Land allocated for open space is suitable for its intended active and passive recreational use considering gradient and potential for inundation.	DTS/DPF 9.2 None are applicable.
PO 9.3 Land allocated for active recreation has dimensions capable of accommodating a range of active recreational activities.	DTS/DPF 9.3 None are applicable.
Water Sensitive Design	
PO 10.1 Land division creating 20 or more allotments includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 10.1 None are applicable.
PO 10.2 Land division creating 20 or more allotments includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 10.2 None are applicable.
Solar Orientation	
PO 11.1 Land division creating 20 or more allotments for residential purposes facilitates solar access through allotment orientation and allotment dimensions.	DTS/DPF 11.1 None are applicable.

Marinas and On-Water Structures

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

Open Space and Recreation

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Recreation facilities are compatible with surrounding land uses and activities.	DTS/DPF 1.1 None are applicable.
PO 1.2 Open space areas include natural or landscaped areas using locally indigenous plant species and large trees.	DTS/DPF 1.2 None are applicable.
Design and Siting	
PO 2.1 Open space and recreation facilities address adjacent public roads to optimise pedestrian access and visibility.	DTS/DPF 2.1 None are applicable.
PO 2.2 Open space and recreation facilities incorporate park furniture, shaded areas and resting places.	DTS/DPF 2.2 None are applicable.
PO 2.3 Open space and recreation facilities link habitats, wildlife corridors and existing open spaces and recreation facilities.	DTS/DPF 2.3 None are applicable.
Pedestrians and Cyclists	
PO 3.1 Open space incorporates: (a) pedestrian and cycle linkages to other open spaces, centres, schools and public transport nodes; (b) safe crossing points where pedestrian routes intersect the road network; (c) easily identified access points.	DTS/DPF 3.1 None are applicable.
Usability	
PO 4.1 Land allocated for open space is suitable for its intended active and passive recreational use taking into consideration its gradient and potential for inundation.	DTS/DPF 4.1 None are applicable.
Safety and Security	
PO 5.1 Open space is overlooked by housing, commercial or other development to provide casual surveillance where possible.	DTS/DPF 5.1 None are applicable.
PO 5.2 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	DTS/DPF 8.3 None are applicable.

facilitates biodiversity.	
PO 8.4 Landscaping including trees and other vegetation passively watered with local rainfall run-off, where practicable.	DTS/DPF 8.4 None are applicable.

Out of Activity Centre Development

Assessment Provisions (AP)

Desired Outcome (DO)

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

Performance Outcomes and Deemed to Satisfy / Designated Performance Outcome Criteria

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

Resource Extraction

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

Site Contamination

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Ensure land is suitable for use when land use changes to a more sensitive use.	DTS/DPF 1.1 Development satisfies (a), (b), (c) or (d): (a) does not involve a change in the use of land (b) involves a change in the use of land that does not constitute a change to a more sensitive use (c) involves a change in the use of land to a more sensitive use on land at which site contamination is unlikely to exist (as demonstrated in a site contamination declaration form)

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

Tourism Development

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General	
PO 1.1 Tourism development complements and contributes to local, natural, cultural or historical context where: (a) it supports immersive natural experiences (b) it showcases South Australia's landscapes and produce (c) its events and functions are connected to local food, wine and nature.	DTS/DPF 1.1 None are applicable.
PO 1.2	DTS/DPF 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.	None are applicable.
Caravan and Tourist Parks	
PO 2.1 Potential conflicts between long-term residents and short-term tourists are minimised through suitable siting and design measures.	DTS/DPF 2.1 None are applicable.
PO 2.2 Occupants are provided privacy and amenity through landscaping and fencing.	DTS/DPF 2.2 None are applicable.
PO 2.3 Communal open space and centrally located recreation facilities are provided for guests and visitors.	DTS/DPF 2.3 12.5% or more of a caravan park comprises clearly defined communal open space, landscaped areas and areas for recreation.
PO 2.4 Perimeter landscaping is used to enhance the amenity of the locality.	DTS/DPF 2.4 None are applicable.
PO 2.5 Amenity blocks (showers, toilets, laundry and kitchen facilities) are sufficient to serve the full occupancy of the development.	DTS/DPF 2.5 None are applicable.
PO 2.6 Long-term occupation does not displace tourist accommodation, particularly in important tourist destinations such as coastal and riverine locations.	DTS/DPF 2.6 None are applicable.
Tourist accommodation in areas constituted under the National Parks and Wildlife Act 1972	
PO 3.1 Tourist accommodation avoids delicate or environmentally sensitive areas such as sand dunes, cliff tops, estuaries, wetlands or substantially intact strata of native vegetation (including regenerated areas of native vegetation lost through bushfire).	DTS/DPF 3.1 None are applicable.
PO 3.2 Tourist accommodation is sited and designed in a manner that is subservient to the natural environment and where adverse impacts on natural features, landscapes, habitats and cultural assets are avoided.	DTS/DPF 3.2 None are applicable.
PO 3.3 Tourist accommodation and recreational facilities, including associated access ways and ancillary structures, are located on cleared (other than where cleared as a result of bushfire) or degraded areas or where environmental improvements can be achieved.	DTS/DPF 3.3 None are applicable.
PO 3.4 Tourist accommodation is designed to prevent conversion to private dwellings through: (a) comprising a minimum of 10 accommodation units (b) clustering separated individual accommodation units (c) being of a size unsuitable for a private dwelling (d) ensuring functional areas that are generally associated with a private dwelling such as kitchens and laundries are excluded from, or physically separated from individual accommodation units, or are of a size unsuitable for a private dwelling.	DTS/DPF 3.4 None are applicable.

Transport, Access and Parking

Assessment Provisions (AP)

Desired Outcome (DO)

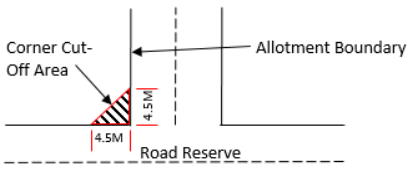
Desired Outcome	
DO 1	A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Movement Systems	
PO 1.1 Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.	DTS/DPF 1.2 None are applicable.
PO 1.3 Industrial, commercial and service vehicle movements, loading areas and designated parking spaces are separated from passenger vehicle car parking areas to ensure efficient and safe movement and minimise potential conflict.	DTS/DPF 1.3 None are applicable.
PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	DTS/DPF 1.4 All vehicle manoeuvring occurs onsite.
Sightlines	
PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.	DTS/DPF 2.1 None are applicable.
PO 2.2 Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.	DTS/DPF 2.2 None are applicable.
Vehicle Access	
PO 3.1	DTS/DPF 3.1

Safe and convenient access minimises impact or interruption on the operation of public roads.	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 2 - Off-Street Vehicle Parking Requirements in Designated Areas if the development is a class of development listed in Table 2 and the site is in a Designated Area (b) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements where (a) does not apply (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.
Vehicle Parking Areas	
PO 6.1 Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.	DTS/DPF 6.1 Movement between vehicle parking areas within the site can occur without the need to use a public road.
PO 6.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.	DTS/DPF 6.2 None are applicable.
PO 6.3 Vehicle parking areas are designed to provide opportunity for integration and shared-use of adjacent car parking areas to reduce the total extent of vehicle parking areas and access points.	DTS/DPF 6.3 None are applicable.
PO 6.4 Pedestrian linkages between parking areas and the development are provided and are safe and convenient.	DTS/DPF 6.4 None are applicable.
PO 6.5 Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.	DTS/DPF 6.5 None are applicable.
PO 6.6	DTS/DPF 6.6

Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.	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: 
Heavy Vehicle Parking	
PO 11.1 Heavy vehicle parking and access is designed and sited so that the	DTS/DPF 11.1 Heavy vehicle parking occurs in accordance with the following:

activity does not result in nuisance to adjoining neighbours as a result of dust, fumes, vibration, odour or potentially hazardous loads.	(a) the site is not located within a Neighbourhood-type zone (except a Rural Living Zone) (b) the site is a minimum of 0.4 ha (c) where the site is 2 ha or more, no more than 2 vehicles exceeding 3,000 kilograms each (and trailers) are to be parked on the allotment at any time (d) where the site is between 0.4 ha and 2 ha, only one vehicle exceeding 3,000 kilograms (and one trailer) are to be parking on the allotment at any time (e) the vehicle parking area achieves the following setbacks: (i) behind the building line or 30m, whichever is greater (ii) 20m from the secondary street if it is a State Maintained Road (iii) 10m from the secondary street if it is a local road (iv) 10m from side and rear boundaries (f) parking and access areas (including internal driveways) should be sealed or have a surface that can be treated and maintained to minimise dust and mud nuisance (g) does not include refrigerated trailers or vehicles (h) vehicles only enter and exit the property in accordance with the following hours: (i) Monday to Saturday 6:00am and 9:30pm (ii) Sunday and public holidays between 9:30 am and 7:00 pm (i) the handling or trans-shipment of freight is not carried out on the property.
PO 11.2 Heavy vehicle parking ensures that vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.	DTS/DPF 11.2 Heavy vehicles: (a) can enter and exit the site in a forward direction; and (b) operate within the statutory mass and dimension limited for General Access Vehicles (as prescribed by the National Heavy Vehicle Regulator).
PO 11.3 Heavy vehicle parking is screened through siting behind buildings, screening, landscaping or the like to obscure views from adjoining properties and public roads.	DTS/DPF 11.3 None are applicable.

Table 1 - General Off-Street Car Parking Requirements

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

Class of Development	Car Parking Rate (unless varied by Table 2 onwards) Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.
Residential Development	
Co-located Housing	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling to be located in a shared car parking area / arrangement. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling to be located in a shared car parking area / arrangement. Where development involves 3 or more dwellings, 0.33 spaces per

	dwelling for visitor parking to be located in a shared car parking area / arrangement.
Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Group Dwelling	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Residential Flat Building	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Row Dwelling where vehicle access is from the primary street	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Semi-Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Aged / Supported Accommodation	
Retirement facility	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Supported accommodation	0.3 spaces per bed.
Residential Development (Other)	
Ancillary accommodation	No additional requirements beyond those associated with the main dwelling.
Residential park	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Student accommodation	0.3 spaces per bed.
Workers' accommodation	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.
Tourist	
Caravan and tourist park	Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation. Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation. A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.
Tourist accommodation other than a caravan and tourist park	1 car parking space per accommodation unit / guest room.
Commercial Uses	

Auction room/ depot	1 space per 100m2 of building floor area plus an additional 2 spaces.
Automotive collision repair	3 spaces per service bay.
Motor repair station	3 spaces per service bay.
Office	For a call centre, 8 spaces per 100m2 of gross leasable floor area In all other cases, 4 spaces per 100m2 of gross leasable floor area.
Retail fuel outlet	3 spaces per 100m2 gross leasable floor area.
Service trade premises	2.5 spaces per 100m2 of gross leasable floor area 1 space per 100m2 of outdoor area used for display purposes.
Shop (no commercial kitchen)	5.5 spaces per 100m2 of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared. 5 spaces per 100m2 of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.
Shop (in the form of a bulky goods outlet)	2.5 spaces per 100m2 of gross leasable floor area.
Shop (in the form of a restaurant or involving a commercial kitchen)	Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat. Premises with take-away service but with no seats - 12 spaces per 100m2 of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point. Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-up point.
Community and Civic Uses	
Community facility	For a library, 4 spaces per 100m2 of total floor area. For a hall/meeting hall, 0.2 spaces per seat. In all other cases, 10 spaces per 100m2 of total floor area.
Educational facility	For a primary school - 1.1 space per full time equivalent employee plus 0.25 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a secondary school - 1.1 per full time equivalent employee plus 0.1 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any time.
Place of worship	1 space for every 3 visitor seats.
Child care facility	For a child care centre, 0.25 spaces per child In all other cases, 1 per employee plus 0.25 per child (drop off/pick up bays).
Health Related Uses	
Consulting room	4 spaces per consulting room excluding ancillary facilities.
Hospital	4.5 spaces per bed for a public hospital. 1.5 spaces per bed for a private hospital.
Recreational and Entertainment Uses	
Cinema complex	0.2 spaces per seat.
Concert hall / theatre	0.2 spaces per seat.
Hotel	1 space for every 2m2 of total floor area in a public bar plus 1 space for every 6m2 of total floor area available to the public in a lounge, beer garden plus 1 space per 2 gaming machines, plus 1 space per 3 seats in a restaurant.
Indoor recreation facility	6.5 spaces per 100m2 of total floor area for a Fitness Centre

	4.5 spaces per 100m2 of total floor area for all other Indoor recreation facilities.
Industry/Employment Uses	
Fuel depot	1.5 spaces per 100m2 total floor area 1 spaces per 100m2 of outdoor area used for fuel depot activity purposes.
Industry	1.5 spaces per 100m2 of total floor area.
Store	0.5 spaces per 100m2 of total floor area.
Timber yard	1.5 spaces per 100m2 of total floor area 1 space per 100m2 of outdoor area used for display purposes.
Warehouse	0.5 spaces per 100m2 total floor area.
Other Uses	
Funeral Parlour	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.
Radio or Television Station	5 spaces per 100m2 of total building floor area.

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

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

In the area identified in Concept Plan 152 Brompton Gasworks, car parking can be provided in a consolidated manner for that precinct rather than on a development-by-development basis

Class of Development	Car Parking Rate Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.		Designated Areas
	Minimum number of spaces	Maximum number of spaces	
Development generally			
All classes of development	No minimum.	No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is: 1 space for each dwelling with a total floor area less than 75 square metres 2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres 3 spaces for each dwelling with a total floor area greater than 150 square metres. Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.	Capital City Zone City Main Street Zone City Riverbank Zone Adelaide Park Lands Zone Business Neighbourhood Zone (within the City of Adelaide) The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone
Non-residential development			
Non-residential development excluding tourist accommodation	3 spaces per 100m2 of gross leasable floor area.	5 spaces per 100m2 of gross leasable floor area.	City Living Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden, Brompton or Hindmarsh)
Non-residential development excluding tourist accommodation	3 spaces per 100m2 of gross leasable floor area.	6 spaces per 100m2 of gross leasable floor area.	Strategic Innovation Zone in the City of Burnside, City of Marion or

			City of Mitcham Strategic Innovation Zone outside the City of Burnside, City of Marion or City of Mitcham when the site is also in a high frequency public transit area Suburban Activity Centre Zone when the site is also in a high frequency public transit area Suburban Business Zone when the site is also in a high frequency public transit area Business Neighbourhood Zone outside of the City of Adelaide when the site is also in a high frequency public transit area Suburban Main Street Zone when the site is also in a high frequency public transit area Urban Activity Centre Zone
Non-residential development excluding tourist accommodation	3 spaces per 100 square metres of gross leasable floor area 1.5 spaces per 100 square metres of gross leasable floor area above ground floor level other than for a shop	3 spaces per 100 square metres of gross leasable floor area	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Tourist accommodation	1 space for every 4 bedrooms up to 100 bedrooms plus 1 space for every 5 bedrooms over 100 bedrooms	1 space per 2 bedrooms up to 100 bedrooms and 1 space per 4 bedrooms over 100 bedrooms	City Living Zone Urban Activity Centre Zone when the site is also in a high frequency public transit area Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden, Brompton or Hindmarsh)
Residential development			
Residential component of a multi-storey building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone Strategic Innovation Zone in the City of Burnside, City of Marion or City of Mitcham Strategic Innovation Zone outside the City of Burnside, City of Marion or City of Mitcham when the site is also in a high frequency public transit area

			Urban Activity Centre Zone when the site is also in a high frequency public transit area Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden, Brompton or Hindmarsh)
Residential component of a multi-storey building	0.75 per dwelling	None specified	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Residential flat building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone Urban Activity Centre Zone when the site is also in a high frequency public transit area Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden, Brompton or Hindmarsh)
Residential flat building	0.75 per dwelling	None specified	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Detached dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Row dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Semi-detached dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Notes			
1	In the area identified in Concept Plan 152 Brompton Gasworks, car parking can be provided in a consolidated manner for that precinct rather than on a development-by-development basis		

Table 3 - Off-Street Bicycle Parking Requirements

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

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

	For tertiary education - 1 space per 20 employees plus 1 space per 10 full time students.
Hospital	1 space per 15 beds plus 1 space per 30 beds for visitors.
Indoor recreation facility	1 space per 4 employees plus 1 space per 200m2 of gross leasable floor area for visitors.
Licensed Premises	1 per 20 employees, plus 1 per 60 square metres total floor area, plus 1 per 40 square metres of bar floor area, plus 1 per 120 square metres lounge and beer garden floor area, plus 1 per 60 square metres dining floor area, plus 1 per 40 square metres gaming room floor area.
Office	1 space for every 200m2 of gross leasable floor area plus 2 spaces plus 1 space per 1000m2 of gross leasable floor area for visitors.
Child care facility	1 space per 20 full time employees plus 1 space per 40 full time children.
Recreation area	1 per 1500 spectator seats for employees plus 1 per 250 visitor and customers.
Residential flat building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 for every 10 dwellings for visitors.
Residential component of a multi-storey building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 space for every 10 dwellings for visitors.
Shop	1 space for every 300m2 of gross leasable floor area plus 1 space for every 600m2 of gross leasable floor area for customers.
Tourist accommodation	1 space for every 20 employees plus 2 for the first 40 rooms and 1 for every additional 40 rooms for visitors.

Schedule to Table 3

Designated Area	Relevant part of the State The bicycle parking rate applies to a designated area located in a relevant part of the State described below.
All zones	City of Adelaide
Business Neighbourhood Zone Strategic Innovation Zone Suburban Activity Centre Zone Suburban Business Zone Suburban Main Street Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone	Metropolitan Adelaide

Waste Treatment and Management Facilities

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting	
PO 1.1 Waste treatment and management facilities incorporate separation distances and attenuation measures within the site between waste operations areas (including all closed, operating and future cells) and sensitive receivers and sensitive environmental features to mitigate off-site impacts from noise, air and dust emissions.	DTS/DPF 1.1 None are applicable.
Soil and Water Protection	
PO 2.1 Soil, groundwater and surface water are protected from contamination from waste treatment and management facilities through measures such as: (a) containing potential groundwater and surface water contaminants within waste operations areas (b) diverting clean stormwater away from waste operations areas and potentially contaminated areas (c) providing a leachate barrier between waste operations areas and underlying soil and groundwater.	DTS/DPF 2.1 None are applicable.
PO 2.2 Wastewater lagoons are set back from watercourses to minimise environmental harm and adverse effects on water resources.	DTS/DPF 2.2 Wastewater lagoons are set back 50m or more from watercourse banks.
PO 2.3 Wastewater lagoons are designed and sited to: (a) avoid intersecting underground waters; (b) avoid inundation by flood waters; (c) ensure lagoon contents do not overflow; (d) include a liner designed to prevent leakage.	DTS/DPF 2.3 None are applicable.
PO 2.4 Waste operations areas of landfills and organic waste processing facilities are set back from watercourses to minimise adverse impacts on water resources.	DTS/DPF 2.4 Waste operations areas are set back 100m or more from watercourse banks.
Amenity	
PO 3.1 Waste treatment and management facilities are screened, located and designed to minimise adverse visual impacts on amenity.	DTS/DPF 3.1 None are applicable.
PO 3.2 Access routes to waste treatment and management facilities via residential streets is avoided.	DTS/DPF 3.2 None are applicable.
PO 3.3 Litter control measures minimise the incidence of windblown litter.	DTS/DPF 3.3 None are applicable.

PO 3.4 Waste treatment and management facilities are designed to minimise adverse impacts on both the site and surrounding areas from weed and vermin infestation.	DTS/DPF 3.4 None are applicable.
Access	
PO 4.1 Traffic circulation movements within any waste treatment or management site are designed to enable vehicles to enter and exit the site in a forward direction.	DTS/DPF 4.1 None are applicable.
PO 4.2 Suitable access for emergency vehicles is provided to and within waste treatment or management sites.	DTS/DPF 4.2 None are applicable.
Fencing and Security	
PO 5.1 Security fencing provided around waste treatment and management facilities prevents unauthorised access to operations and potential hazard to the public.	DTS/DPF 5.1 Chain wire mesh or pre-coated painted metal fencing 2m or more in height is erected along the perimeter of the waste treatment or waste management facility site.
Landfill	
PO 6.1 Landfill gas emissions are managed in an environmentally acceptable manner.	DTS/DPF 6.1 None are applicable.
PO 6.2 Landfill facilities are separated from areas of environmental significance and land used for public recreation and enjoyment.	DTS/DPF 6.2 Landfill facilities are set back 250m or more from a public open space reserve, forest reserve, national park or Conservation Zone.
PO 6.3 Landfill facilities are located on land that is not subject to land slip.	DTS/DPF 6.3 None are applicable.
PO 6.4 Landfill facilities are separated from areas subject to flooding.	DTS/DPF 6.4 Landfill facilities are set back 500m or more from land inundated in a 1% AEP flood event.
Organic Waste Processing Facilities	
PO 7.1 Organic waste processing facilities are separated from the coast to avoid potential environment harm.	DTS/DPF 7.1 Organic waste processing facilities are set back 500m or more from the coastal high water mark.
PO 7.2 Organic waste processing facilities are located on land where the engineered liner and underlying seasonal water table cannot intersect.	DTS/DPF 7.2 None are applicable.
PO 7.3 Organic waste processing facilities are sited away from areas of environmental significance and land used for public recreation and enjoyment.	DTS/DPF 7.3 Organic waste processing facilities are set back 250m or more from a public open space reserve, forest reserve, national park or a Conservation Zone.
PO 7.4 Organic waste processing facilities are located on land that is not subject to land slip.	DTS/DPF 7.4 None are applicable.
PO 7.5 Organic waste processing facilities separated from areas subject to	DTS/DPF 7.5 Organic waste processing facilities are set back 500m or more from

flooding.	land inundated in a 1% AEP flood event.
Major Wastewater Treatment Facilities	
PO 8.1 Major wastewater treatment and disposal systems, including lagoons, are designed to minimise potential adverse odour impacts on sensitive receivers, minimise public and environmental health risks and protect water quality.	DTS/DPF 8.1 None are applicable.
PO 8.2 Artificial wetland systems for the storage of treated wastewater are designed and sited to minimise potential public health risks arising from the breeding of mosquitoes.	DTS/DPF 8.2 None are applicable.

Workers' accommodation and Settlements

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

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

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September 30, 2025

Geoff Parsons
City of Norwood, Payneham and St Peters
Via: The PlanSA Portal

Dear Geoff,

93 PORTRUSH ROAD, EVANDALE

We act for Anthony Pirone (**Proponent**).

The Proponent seeks planning consent (**consent**) from the City of Norwood, Payneham and St Peters (**Council**) for the construction of a single building comprising two warehouse tenancies (**proposed development**) at 93 Portrush Road, Evandale (**site**).

The purpose of this statement is to describe the proposed development and the site to which it relates, and to highlight why the proposed development warrants consent.

In preparing this statement, we have:

- inspected the site and its surroundings;
- examined the plans, elevations and diagrams drawn by D'Andrea Architects Pty Ltd (**D'Andrea Architects**);
- identified, and subsequently reviewed, the relevant policies of the Planning and Design Code (**Code**); and
- had regard to the:
  - » Civil and Survey Plans prepared by Bentley Consulting;
  - » Preliminary Arboricultural Report prepared by Tree Vision Arboricultural Consultants (**TVAC**);
  - » Traffic and Parking Report prepared by Phil Weaver and Associates Pty Ltd (**PWA**); and
  - » *Planning, Development and Infrastructure Act 2016* (***PDI Act***) and the *Planning, Development and Infrastructure (General) Regulations 2017* (***PDI (General) Regulations***).

The Site

The site:

- comprises a single allotment which is more formally described as Allotment 30 on Filed Plan 135281 in Certificate of Title Volume 5820 Folio 437;
- is rectangular in shape and located on the western side of Portrush Road;
- has a primary frontage of 18.29 metres to Portrush Road on its eastern side, a uniform depth of 49.68 metres and an area of 908.6 square metres;
- presently accommodates a single storey detached dwelling and several domestic improvements, none of which are heritage-listed or classed as a “representative building”;
- is accessible via a single-width crossover to Portrush Road;
- does not contain any regulated or significant trees; and
- is not subject to any easements or encumbrances.

While inspecting the site and its surroundings, we noticed, amongst other things, that:

- it is flanked by a retail fuel outlet to the north, a childcare centre to the south and residential land uses to the west;
- there is a regulated tree on the adjoining land to the west and proximate to the site’s western (rear) boundary;
- there is one Council-owned tree, a bus shelter and bus stop sign within the confines of the adjoining verge; and
- the locality exhibits an eclectic mix of land uses, with a low-rise character of one and two storeys comprising predominantly residential uses, and with commercial and retail land uses concentrated along Portrush Road.

Proposed Development

The proposed development comprises the construction of a single building comprising two warehouse tenancies on the site.

The proposed development is summarised overleaf and depicted across those drawings listed in **Table 1**, also overleaf.

Table 1 *Compendium of Drawings*

Title	Number	Date
Title Page	A 0000	August 26, 2025
Floor Plan	A 2201	August 26, 2025
Elevations / Roof Plan	A 2202	August 26, 2025
Streetscape Elevations / Perspectives	A 2203	August 26, 2025
Shadow Diagrams	A 2204	August 26, 2025
Shadow Diagrams	A 2205	August 26, 2025
Shadow Diagrams	A 2206	August 26, 2025

Each warehouse tenancy will comprise an internal area of 214 square metres, which has been designed to accommodate a reception, accessible bathroom, kitchenette and open warehouse space. Each warehouse will also accommodate a 28.5-square-metre upper floor level for storage purposes.

Both warehouse tenancies are expected to operate from:

- 7:00 am to 9:00 pm on weekdays; and
- 8:00 am to 5:00 pm on weekends.

The proposed development will retain and utilise the existing single-width crossover to Portrush Road. A total of five car parking spaces for staff and customers will be provided on-site, between Portrush Road and the primary façade of the building.

All waste will be temporarily stored within each warehouse tenancy and is intended to be collected as part of Council's existing kerbside collection service, whereby bins would be transferred to the adjacent verge area by the prospective tenants.

No advertisements are proposed as part of this application.

The existing stone retaining wall located along the eastern (front) boundary of the site will be retained.

Procedural Matters

Planning and Design Code

The relevant version of the Code for procedural and assessment purposes is Version 2025.18 (refer Part 13 of the Code).

According to the South Australian Property and Planning Atlas (**SAPPA**), the site is located at the periphery of the General Neighbourhood Zone (**GN Zone**) and abuts an Employment Zone on its northern side. It is also captured by the following Overlays:

- Airport Building Heights (Regulated) (All structures over 45 metres);
- Affordable Housing;
- Hazards (Flooding – General);
- Major Urban Transport Routes;
- Prescribed Wells Area;
- Regulated and Significant Tree;
- Stormwater Management;
- Traffic Generating Development.

No Technical and Numeric Variations apply to the site.

The Pathway

The proposed development consists of one element, namely a 'warehouse'.

A warehouse is not "accepted", "deemed-to-satisfy" or "restricted" (see Tables 1, 2 and 4 of the GN Zone respectively). It must, therefore, be "performance assessed".

According to Table 5 of the GN Zone, the application to which the proposed development relates requires notification unless the warehouse element identified above is considered minor in nature by the Assessment Manager (see Clause 1 of Column A of Table 5 of the GN Zone). The City of Norwood, Payneham and St Peters Council Assessment Panel is likely, therefore, to be the relevant authority.

Referrals

The site is captured by several Overlays that may trigger the need for a referral to be undertaken.

In the case of the proposed development, given the site is located within the Major Urban Transport Routes Overlay and will change the nature and frequency of vehicle movements to and from the site, we are of the view that a referral to the Commissioner of Highways is required pursuant to Section 122(1) of the *PDI Act*.

Assessment

We have concluded from our assessment of the proposed development that it warrants consent.

In support of our conclusion, we wish to highlight the following:

- Designated Performance Feature (**DPF**) 1.1 of the GN Zone does not explicitly contemplate a warehouse as a form of land use, however; it is important to note that:
  - » the proposed development will provide small-scale businesses in the form of two small warehouses tenancies in place of an existing detached dwelling that will provide a service to the local community (see Performance Outcome (**PO**) 1.1 of the GN Zone);
  - » the proposed development is not dissimilar to and, in some cases, less impactful than, other forms of higher intensity development contemplated within the GN Zone with respect to potential interface impacts, such as educational and childcare facilities, and shops, all of which are specifically envisaged (see DPFs 1.1 and 1.5 of the GN Zone);
  - » the proposed development will directly abut a retail fuel outlet (to the north) and a childcare facility (to the south) which are considerably more impactful with respect to traffic volumes, parking requirements, odour, contaminants and noise;
  - » the land abutting the site to the north is, as previously mentioned, within the Employment Zone, which envisages warehouse uses, as well as other high intensity uses. The Environment, Resources and Development Court has provided guidance with respect to land use appropriateness at the boundary of two zones, with the decision of *Newarc Pty Ltd v City of Marion [2008]* being the most instructive and recognising that "*where development is proposed near the boundary between two zones, regard should also be had to the provisions of the adjoining area.*" To this end, the proposed land use can be considered appropriate within the context of this locality and zone interface; and
  - » PO 1.4 of the GN Zone seeks that commercial activities improve access to services of a scale and type that maintain residential amenity. In this instance, we note that the immediate locality, particularly the western side of Portrush Road, is characterised by a predominance of non-residential land uses and main road frontage, rather than the traditional residential character or amenity of the GN Zone. Accordingly, the proposed development will not compromise residential amenity in the area. On the contrary, the site's exposure to Portrush Road, a designated major freight route consistently utilised by heavy vehicles (identified by the Department of Planning, Transport and Infrastructure's 2013 report, 'A Functional Hierarchy for South Australia's Land Transport Network'), reinforces the suitability of the site for a warehouse use. Further, given the absence of any meaningful "residential character" to be complemented (see PO 1.3 of the GN Zone), the proposed development is entirely consistent with the intended policy outcomes.
- The proposed development is of an appropriate scale and mass, and is suitably designed and sited. In particular, we note that:
  - » the proposed building will not exceed two building levels or 9.0 metres in overall height (see DPF 4.1 of the GN Zone). Although the parapet walls will exceed 7.0 metres in height, we do not consider this numerical discrepancy (approximately 2.0 metres) to be insurmountable on the basis that:
    - the visibility of the side boundary walls will be predominantly obscured by the existing childcare facility to the south and the fuel canopy, boundary wall and car wash facility associated with the retail fuel outlet on the adjoining land to the north, as demonstrated on the Streetscape Elevation/Perspectives prepared (Drawing 2203) by D'Andrea Architects;

- the frontmost portion of the northern and southern (side) boundary walls, which are most visible to the public realm, will feature a darker finish to visually break up their massing and bulk;
- the exceedance in wall height will not result in any excessive overshadowing effects to the private open space areas or habitable rooms of the adjoining residences to the west between 9:00 am and 3:00 pm on June 21, as demonstrated by the shadow diagrams prepared by D'Andrea Architects (see DPF 7.1 of the GN Zone and POs 3.1 and 3.2 of the Interface between Land Uses Section of the Code); and
- PO 4.1 of the GN Zone does not infer that wall heights should be limited to ensure natural light to adjoining residential land is maintained, but rather that development be simply "low-rise". To this end, we also note that the proposed building satisfies this outcome given that it will, indeed, be two building levels in height, with only one of these levels visible from the public realm and neighbouring properties.

» the proposed building will be set back further from Portrush Road than the existing dwelling to be demolished, thereby limiting its visual prominence from the public realm (see PO 5.1 of the GN Zone);

» the proposed building will be suitably set back from the western (rear) boundary (see DPF 9.1 of the GN Zone);

» the proposed development will result in less than 60 percent site coverage (49.7 percent) (see DPF 4.1 of the GN Zone); and

» the primary façade of the proposed building will incorporate a mix of high-quality, durable, and varied materials and finishes. Furthermore, by dividing the proposed building into two smaller asymmetrical warehouse tenancies with clearly defined entry points, the design deliberately reduces perceived bulk and creates a finer-grain visual outcome. This approach delivers a more residential scale that aligns with the GN Zone's intent for a suburban streetscape character (see POs 1.1 and 1.3 of the Design in Urban Areas Section of the Code).

- With respect to acoustic impacts, I note that the proposed development will not unreasonably impact the amenity of the adjoining residential premises to the west on that basis that:

» acoustic impacts associated with warehouse uses are typically confined to idle vehicle noises, loading and unloading trucks and the opening and closing of doors during designated delivery hours which are generally low impact and reasonable in the context of such a use;

» the site fronts Portrush Road, a designated major freight route that already generates elevated ambient noise levels in the locality; and

» the proposed development will be constructed along both side boundaries of the site, creating a physical barrier that is likely to reduce, rather than increase, the level of ambient noise currently experienced by the adjoining residential property to the west.

- With respect to traffic, access and parking, it should be noted that PWA has concluded from its assessment that:

» the proposed on-site parking area will enable safe and convenient forward access and egress for both passenger vehicles and small rigid vehicles, improving upon the current arrangement whereby vehicles are forced to either reverse into the site or directly onto Portrush Road and in front of the existing bus stop;

» given the very low traffic volumes forecast for the site (an additional 13 daily trips, including only 3 total weekday peak-hour trips), the proposed single-width access point is considered entirely suitable;

  - » access will be restricted to left-in and left-out movements via the existing crossover, reducing the potential queuing time for inbound and outbound vehicles;
  - » in the unlikely event that a northbound vehicle arrives while another is queued to exit, the exiting vehicle can readily turn left into the kerbside lane with only minimal delay, allowing the entering vehicle to proceed without material impact on traffic flow or safety; and
  - » more than the recommended number of on-site car parking spaces will also be provided within the confines of the site and in accordance with the relevant Australian Standards (see Table 1 of the Transport, Access and Parking Section of the Code).
- No advertisements are proposed as part of this application (see PO 12.1 of the GN Zone).
- In accordance with the findings of the Preliminary Tree Report, prepared by TVAC, we confirm that:
  - » the proposed development will not require the removal or damaging of the significant tree located on the adjoining land at 49 Llandower Avenue, Evandale (see PO 1.2 of the Regulated and Significant Tree Overlay);
  - » encroachment into the Notional Root Zone (**NRZ**) will be limited to approximately 10 per cent, as per the arborist's recommendation;
  - » the portion of the NRZ and Structural Root Zone (**SRZ**) that falls within the rear open space will be surfaced in permeable materials to ensure the health of the significant tree is not adversely impacted upon (see PO 2.1 of the Regulated and Significant Tree Overlay); and
  - » the Proponent does not propose any works that will adversely impact upon the crown of the significant tree.
- The civil plan and associated computations prepared by Bentley Consulting shows that stormwater will be discharged such that it will not exceed the pre-development flow rate, given that roof stormwater will be directed to a suitable rainwater tank, to manage peak stormwater runoff (see PO 1.1 of the Stormwater Management Overlay).
- The proposed building will be wholly located outside of the 1 percent AEP flood plain and flow path which is confined to the south-eastern corner of the at-grade carparking area (see POs 2.1 and 3.1 of the Hazards (Flooding – General) Overlay and the corresponding DPFs, namely DPFs 2.1 and 3.1).
- The warehouse tenancies will not have a combined gross leasable floor area greater than 8,000 square metres (see DPFs 1.1, 1.2 and 1.3 of the Traffic Generating Development Overlay).
- Soft landscaping and tree plantings (Dietes Grandiflora, Magnolia 'Little Gem', Dianella Revoluta and Manchurian Pear) will be incorporated across the site to soften the visual appearance of the proposed building and carparking area, and to contribute to stormwater infiltration and heat absorption (see POs 3.1, 7.6 and 7.7 of the Design in Urban Areas Section of the Code).
- The proposed development does not constitute a change in land use to a more sensitive use, as per Part 2 (5)(5)(e)(ii) of Practice Direction 14 – Site Contamination Assessment 2021 and, as such, the site is considered to be suitable for its intended purpose (see DPF 1.1 of the Site Contamination Section of the Code).

If you have any queries or concerns regarding the proposed development or the application to which it relates, please do not hesitate to contact me in the first instance.

Yours sincerely,



Nicholas Giannakodakis
Senior Consultant

WAREHOUSE DEVELOPMENT

93 PORTRUSH ROAD,
EVANDALE, 5069



2 LOCATION PLAN





DRAWING LIST

DRAWING NUMBER	SHEET TITLE
2201	FLOOR PLANS
2202	ELEVATIONS / ROOF PLAN
2203	STREET SCAPE ELEVATION / PERSPECTIVES
2204	SHADOW DIAGRAMS
2205	SHADOW DIAGRAMS
2206	SHADOW DIAGRAMS

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
X2 PROPOSED WAREHOUSES AT 93 PORTRUSH ROAD EVANDALE

Client
A. PIRONE

Issuer
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Project number Project Number
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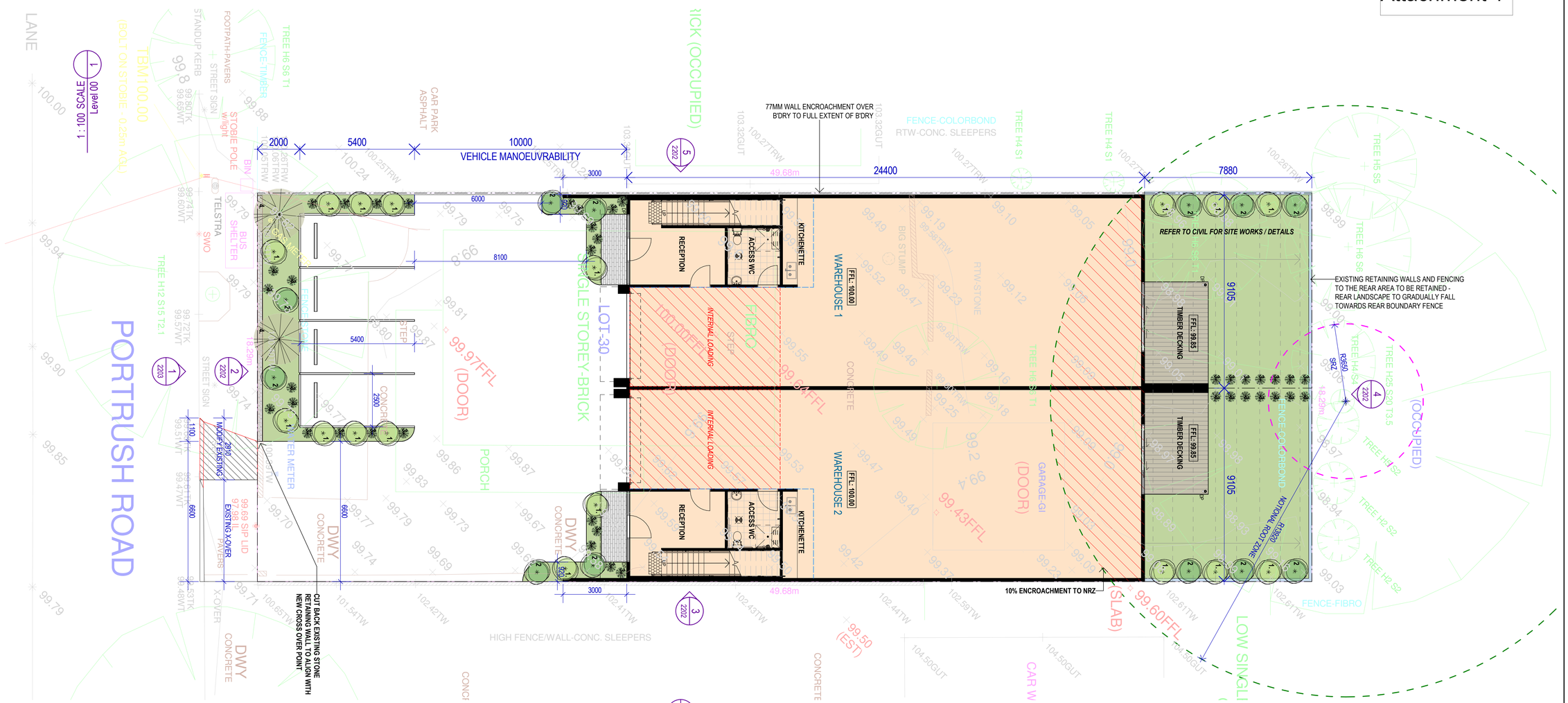
Checked Checker
Approved Approver
Sheet size A1
Scale 1 : 100

Sheet title
DRAWING SERIES TITLE PAGE

Sheet number A 0000
Revision
Status PLANNING

Attachment 1



REFER TO ENGINEERS SITE WORKS AND DRAINAGE PLAN FOR ALL SITE WORKS AND DRAINAGE DETAILS

AREA SCHEDULE - PER WAREHOUSE	
WAREHOUSE:	214.00
DECKING:	15.00
UPPER FLOOR:	28.50
TOTAL:	**242.50**
SOFT LANDSCAPING:	**157.80 / 17.3%**

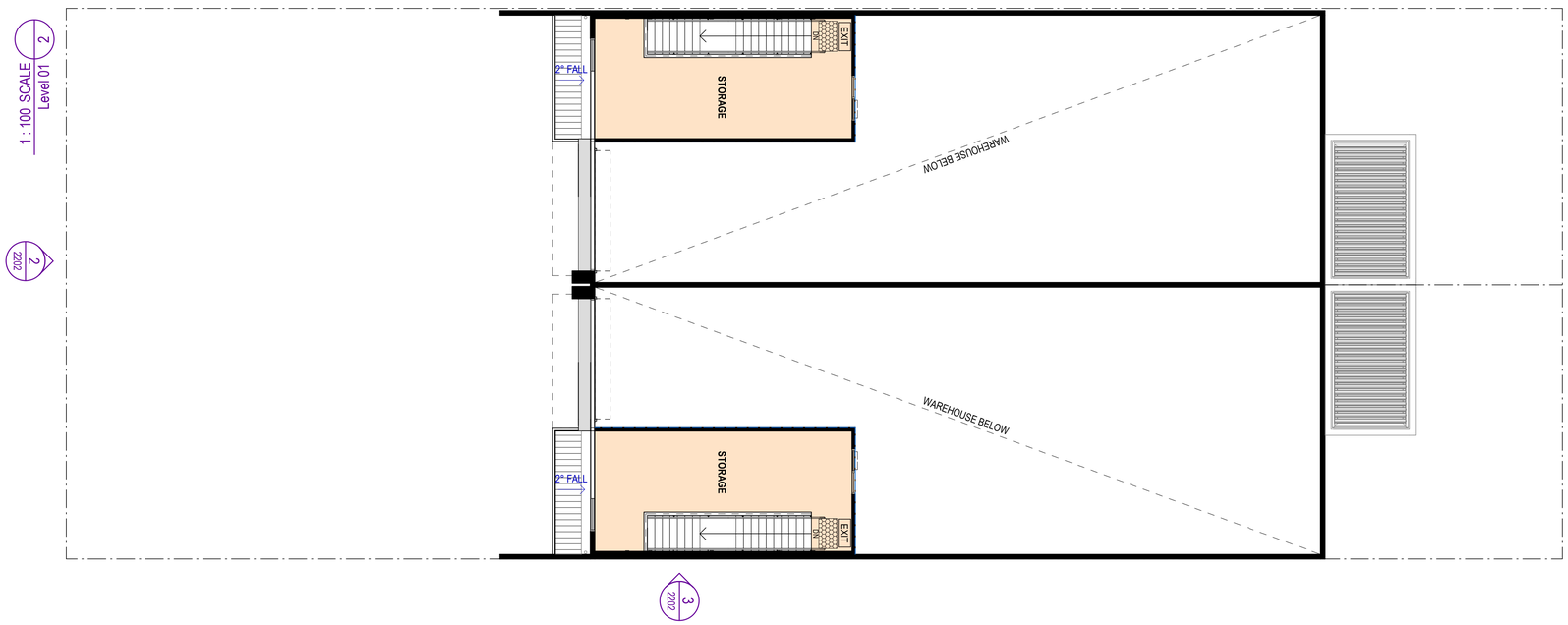
FENCE LEGEND

FE:01
1800H GOOD NEIGHBOUR COLORBOND FENCING
PROFILE: TRIMDEK
COLOUR: MONUMENT

LANDSCAPING SHEDULE:

1.DIETES GRANDIFLORA	(mature height .9mH)
2. MAGNOLIA 'LITTLE GEM'	(mature height 1.8mH)
3. LTTLE REV	(mature height .4mH)
4. MANCHURIAN PEAR	(mature height 3-4mH)

N
PROJECT NORTH



Recent revision history

#	Status	Description	Date

Notes & Legend
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Sheet size: A1
Scale: 1 : 100

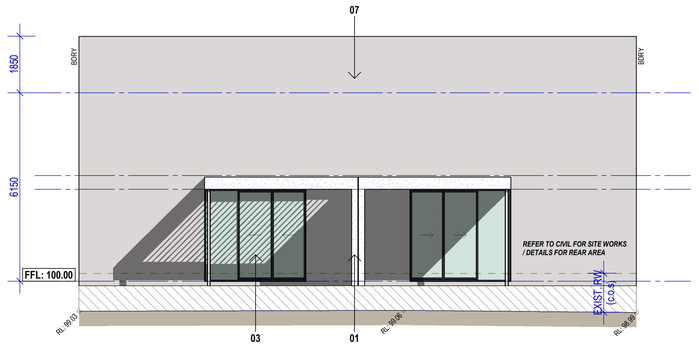
Sheet title
DRAWING SERIES
FLOOR PLANS

Sheet number: **A 2201**
Revision:
Status: PLANNING

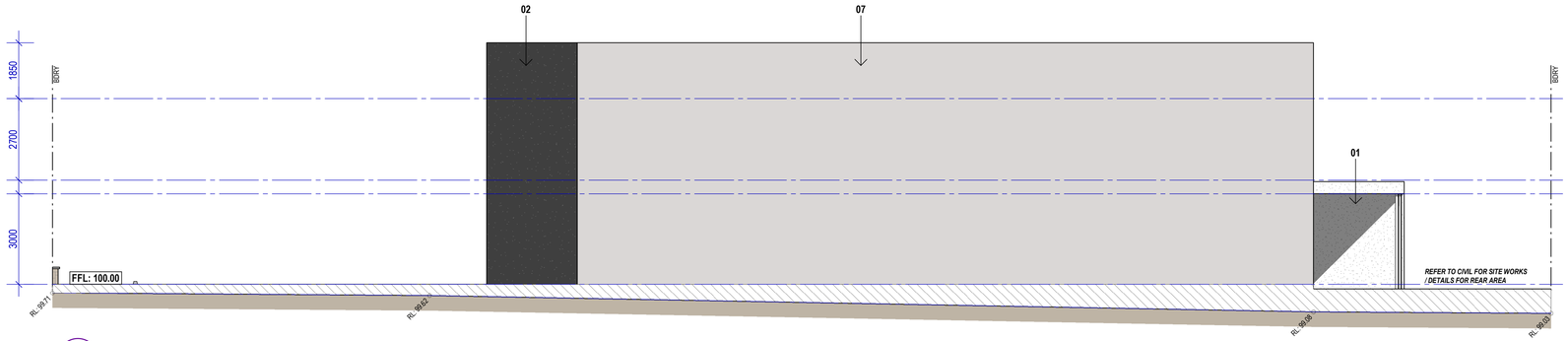
Attachment 1



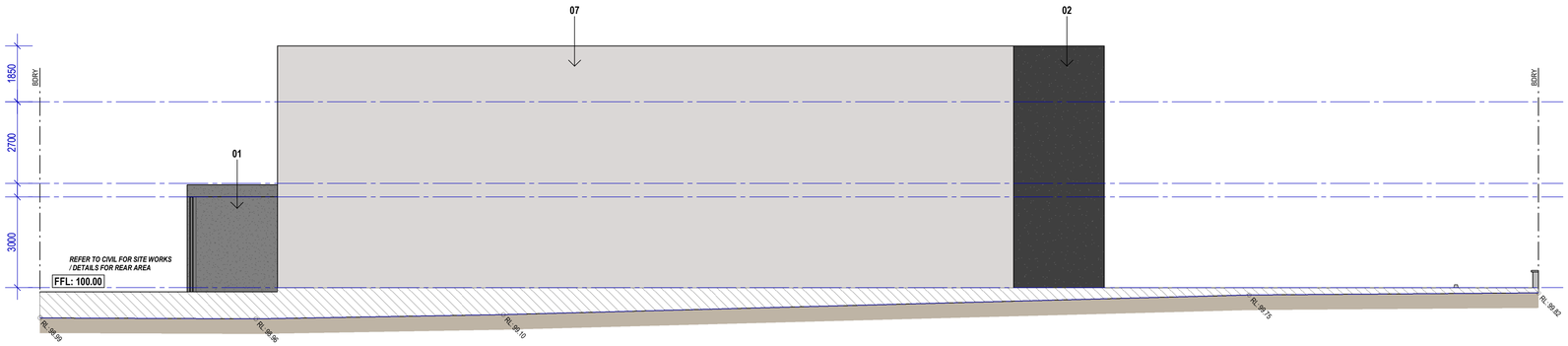
2 Elevation 1 - FRONT
SCALE 1 : 100



4 Elevation 3 - REAR
SCALE 1 : 100



3 Elevation 2 - NORTH SIDE
SCALE 1 : 100



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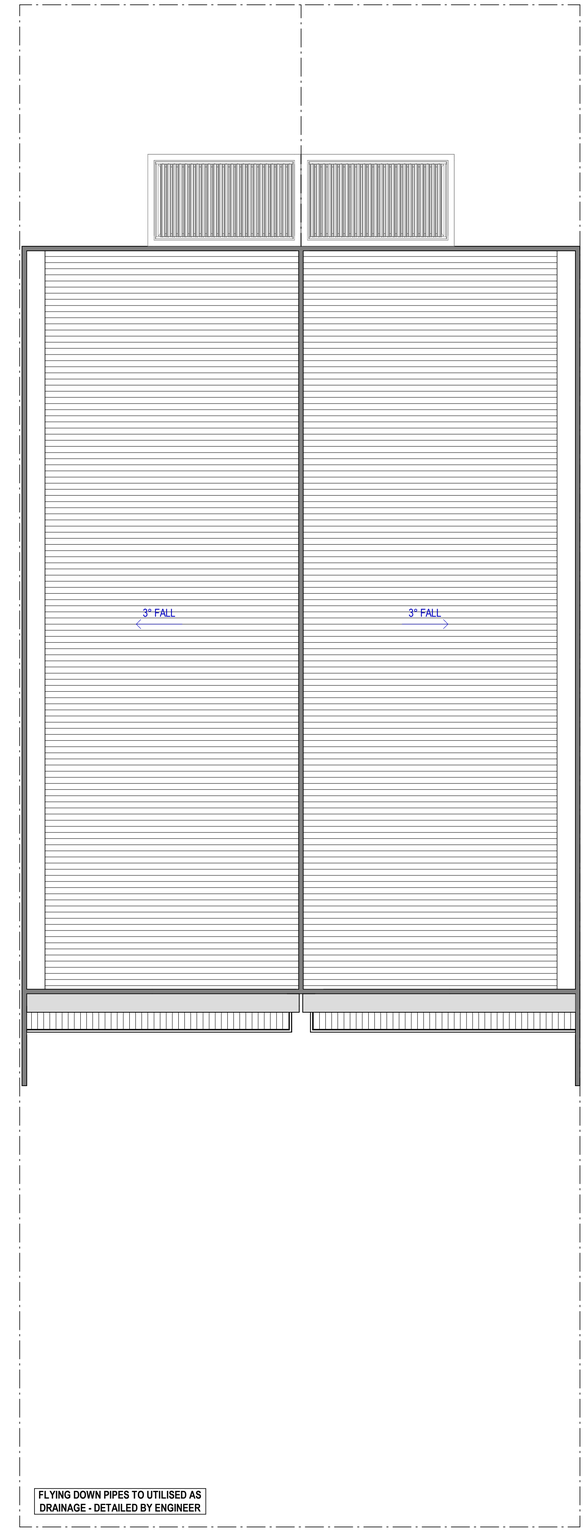
SCALE 1 : 100



1 ROOF PLAN
SCALE 1 : 100

5
2202

3
2202

2
2202

01 - DENOTES EXTERNAL RENDERED OFF-WHITE FINISH

02 - DENOTES EXTERNAL TEXTURE RENDERED MONUMENT FINISH

03 - DENOTES BLACK POWDERCOATED ALUMINIUM WINDOW & DOOR FRAMES



04 - DENOTES ALUMINIUM 'TIMBER LOOK' BATTENS

05 - DENOTES PFC BEAM CANOPY POWDERCOATED MONUMENT

06 - DENOTES ROLLER DOOR COLOURED MONUMENT

07 - DENOTES CONCRETE PRECAST PANELS - PAINTED ASHVILLE GREY

MATERIAL SCHEDULE

Recent revision history

#	Status	Description	Date

Notes & Legend

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Project
X2 PROPOSED WAREHOUSES AT
93 PORTRUSH ROAD EVANDALE

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Sheet title
DRAWING SERIES
ELEVATIONS / ROOF PLAN

Sheet number
A 2202

Revision

Status
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Attachment 1



1 Elevation - PORTRUSH ROAD STREET SCAPE
SCALE 1 : 200





Recent revision history

#	Status	Description	Date

Notes & Legend
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93 PORTRUSH ROAD EVANDALE

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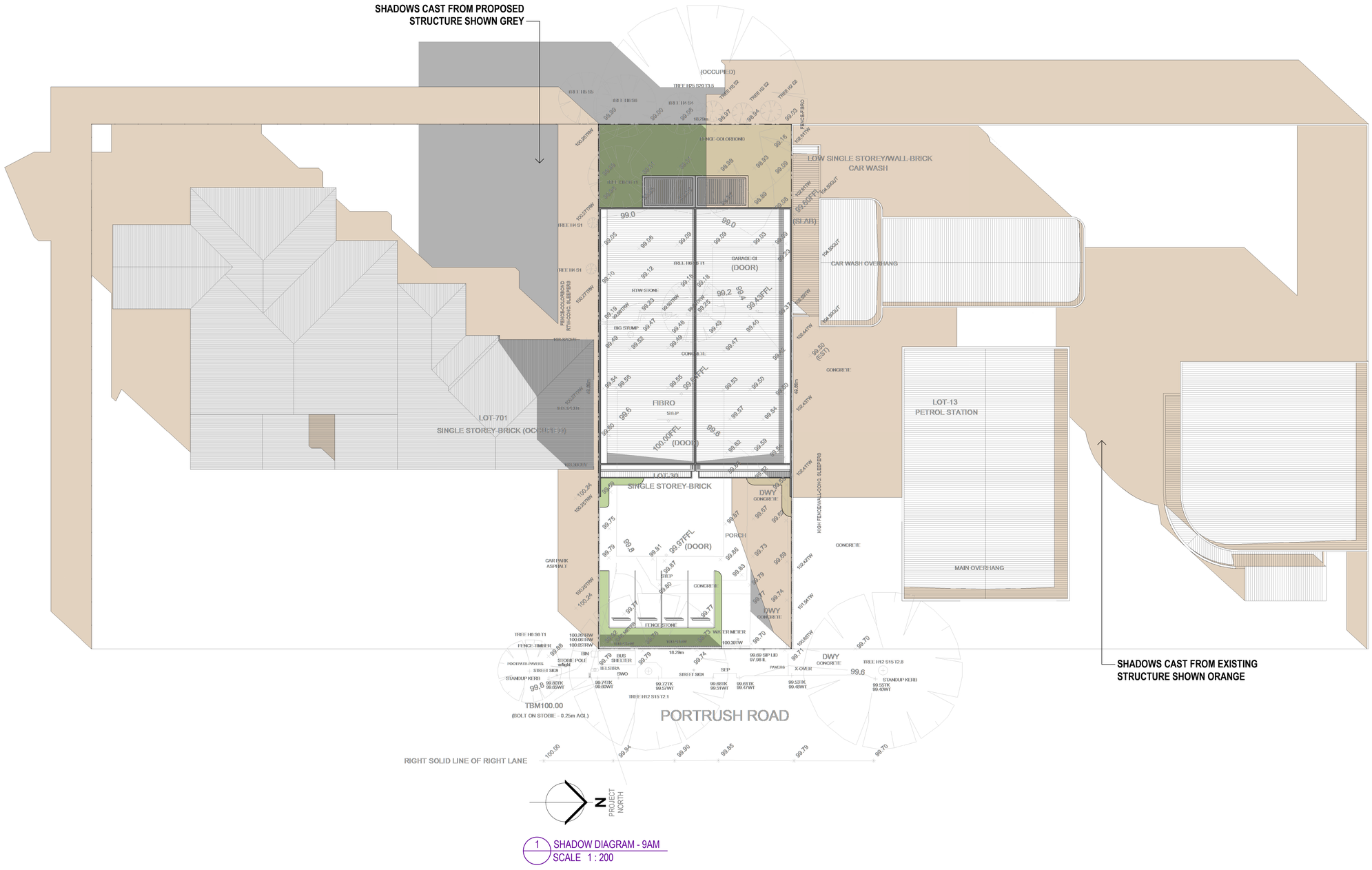
Sheet title
DRAWING SERIES
STREET SCAPE ELEVATION /
PERSPECTIVES

Sheet number
A 2203

Revision

Status
PLANNING

Attachment 1



1 SHADOW DIAGRAM - 9AM
SCALE 1 : 200

Recent revision history

#	Status	Description	Date

Notes & Legend

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Project
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Sheet title
DRAWING SERIES
SHADOW DIAGRAMS

Sheet number: A 2204
Revision:

Status
PLANNING

Attachment 1



1 SHADOW DIAGRAM - 12PM
SCALE 1 : 200

Recent revision history

#	Status	Description	Date

Notes & Legend

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Project
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Size check: 25mm
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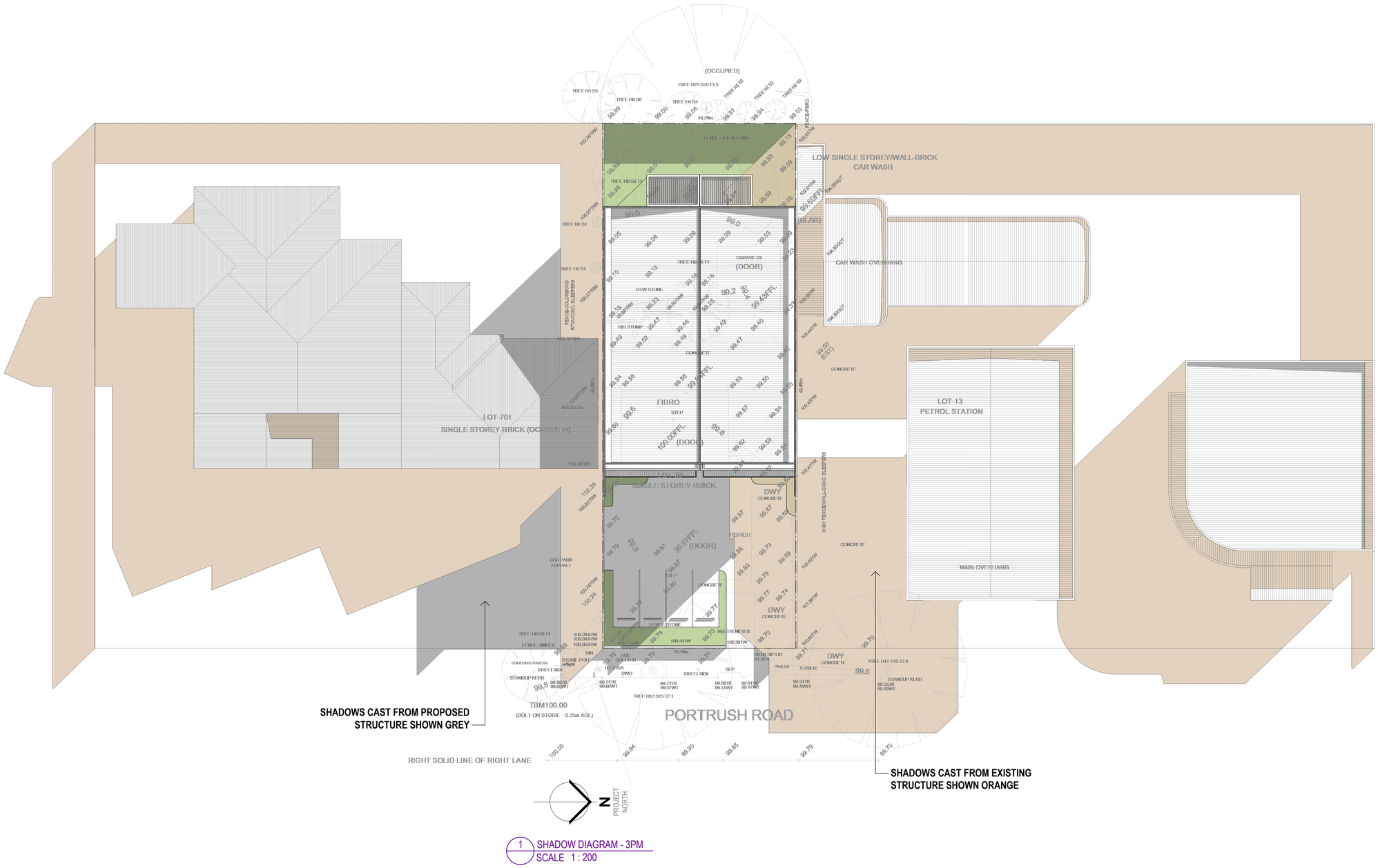
Approved: Approver
Sheet size: A1
Scale: 1 : 200

Sheet title
DRAWING SERIES
SHADOW DIAGRAMS

Sheet number: A 2205
Revision:
Status: PLANNING

Attachment 1



1 SHADOW DIAGRAM - 3PM
SCALE 1 : 200

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.

Project
X2 PROPOSED WAREHOUSES AT
93 PORTRUSH ROAD EVANDALE

Client
A. PIRONE

Issuer

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Sheet title
DRAWING SERIES
SHADOW DIAGRAMS

Sheet number
A 2206

Revision

Status
PLANNING

PHIL WEAVER & ASSOCIATES

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ABN 67 093 665 680

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File: 25-282

5 September 2025

Matthew Latella
Graduate of Architecture
D'Andrea Architects

By email: matthew@dandreaarchitects.com.au

Dear Matthew,

PROPOSED WAREHOUSE DEVELOPMENT – 93 PORTRUSH ROAD, EVANDALE – TRAFFIC AND PARKING STATEMENT

We refer to our recent discussions with respect to the proposed warehouse development on the above site.

As requested, we have undertaken the following review of the traffic and parking related aspects of the subject development.

EXISTING SITUATION

The subject site is located on the western side of Portrush Road, Evandale, at a midblock location approximately 70m north of Bakewell Road.

The subject land is located within a *General Neighbourhood Zone* within the City of Norwood Payneham and St Peters local government area.

The subject land is rectangular with an 18.29m frontage to Portrush Road and a depth of 49.68m. The subject site adjoins a child care centre to the south and a service station to the north.

The subject site currently accommodates a detached dwelling, with vehicular site access provided via a single width driveway from Portrush Road located adjacent to the northern boundary of the site. No on-site turnaround area is currently provided, resulting in vehicles either reversing into or out of the subject site, to or from the adjoining arterial roadway.

The crossover invert associated with the site access point is combined with that of the one-way (site entry) access point for the adjoining service station development to the north.

Portrush Road is a two-way four-lane divided arterial roadway under the care and control of the Department for Infrastructure and Transport (DIT). Two traffic lanes and a bicycle lane (operating 7.00am to 10.00am and 3.00pm to 7.00pm Monday to Friday) are provided in each direction, separated by a raised central median which intermittently provides right turn lanes, such as that associated with the service station to the north of the subject site.

Portrush Road has a posted speed limit of 60km/h and carries an Annual Average Daily Traffic (AADT) volume of 35,800 vehicles per day (vpd).

The verge directly adjacent to the subject site accommodates a footpath, a side-entry-pit adjacent to the existing site access point, a bus stop (#39) and associated shelter and bin, a street tree, and a stobie pole.

Portrush Road is a standard frequency public transport corridor, serviced by the Suburban Connector (route 300) directly adjacent to the subject site.

Aerial imagery of the subject site and adjacent locality is provided in *Figure A* below, with Google Street View imagery of the site and adjoining verge obstructions identified in *Figure B* below.



Figure A: Aerial imagery of the subject site and surrounding locality



Figure B: Google Street View imagery of the subject site

PROPOSED DEVELOPMENT

The proposed development will incorporate construction of two symmetrical warehouse tenancies with a total floor area of approximately 520m^2.

Each warehouse will include a small reception area, amenities, and small mezzanine storage areas.

Five 90-degree on-site car parking spaces will be provided, with spaces of 5.4m in length and 2.5m in width adjacent to a driveway aisle of at least 8.1m in width.

A 0.92m aisle extension will be provided beyond the end car parking space. While this is marginally less than the 1.0m required by *AS/NZS 2890.1:2004*, this deviation is more than made up for by the reversing area provided by the generous 8.1m adjoining aisle width.

Each warehouse will be afforded a roller door of approximately 4.0m in width and 4.8m in height. Internal loading areas of 4.6m in width and 7.0m in length are marked behind the roller doors within each warehouse tenancy.

Vehicular site access will continue to be provided via the existing single-width crossover invert, with minor widening of the internal driveway to align with this invert.

Landscaping within 2.0m of the access point shall be no more than 1.1m in height in order to maintain existing sight lines for pedestrian safety.

TRAFFIC ASSESSMENT

The NSW *'Guide to Transport Impact Assessment'* report *(TS 00085 | Version 1.1)* identifies peak hour vehicle trip generation rates considered relevant to the subject site as identified in *Table A* below.

Table A: Proposed development forecast vehicular trip generation

Form of Development	Subject Site	Daily vehicle trip rate	Daily vehicle trips	weekday peak hour vehicle trip rate	weekday peak hour vehicle trips
Low density dwelling	1 existing	7.53 per dwelling	8 trips	0.83 – 084 per dwelling	1 trip
Warehouse	520m^2 proposed	4 per 100m^2	21 trips	0.5 per 100m^2	3 trips

On the above basis, the proposed warehouse development would be forecast to generate only 13 additional daily vehicle trips including two additional peak hour vehicle trips.

Such volumes (fewer than 10 peak hour vehicle trips) constitute only a 'low impact' traffic generating development in accordance with the relevant Austroads Guides.

Based on the nature of the proposed land use, such volumes would also typically be tidal during peak hour periods, i.e., site entry movements in the morning and site exit movements in the evenings, primarily associated with staff movements.

The proposed development will desirably permit on-site turnaround movements in order to facilitate forward site entry and exit movements, which are not currently achievable.

The existing median adjacent to the subject site will restrict site access to left turn entry and exit movements only. This median extends approximately 5m north of the subject access point, i.e., it is not anticipated that drivers would perceive right turn site entry or exit movements to be achievable. Nevertheless. 'Left Only' (R2-14A) signage is recommended to be installed within the median facing the subject access point.

The largest vehicle required on-site would be equivalent to a 6.4m long Small Rigid Vehicle (SRV). Swept path diagrams are provided in *Figures 1 to 4* identifying the ability for SRV's to turn left into the site in a forward direction from the kerbside lane, reverse into each respective roller door, and subsequently exit the site in a forward direction into the kerbside lane.

Based on the very low traffic volumes forecast to be generated by the subject site as identified above, use of the single-width access point is considered acceptable. In the highly unlikely event that a northbound vehicle approaches the subject site while a vehicle is queueing to exit, the exiting vehicle would be able to readily turn left into the kerbside lane with only minor delays for the entering vehicle, which would subsequently be able to turn left into the site.

PARKING ASSESSMENT

Table 1 - General Off Street Car Parking Requirements within the *Transport Access and Parking Overlay* of the *Planning and Design Code* identifies car parking provisions relevant to the proposed development as identified in *Table B* below.

Table B: Relevant off street car parking requirements

Class of Development	Subject Site	Required Car Parking Rate	Number of Required Car Parking Spaces
Warehouse	520m^2	0.5 per 100m^2	2.6 spaces

On the above basis, the proposed development would require three on-site car parking spaces.

The proposed development will exceed this requirement with the provision of five on-site car parking spaces.

While no dedicated accessible parking is proposed, accessible parking typically does not need to be designated in car parking areas with five or fewer spaces, so as to not restrict the use of limited car parking only for people with a disability.

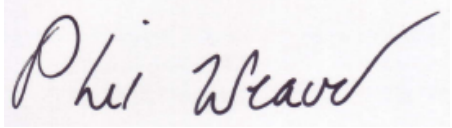
Table 3 - Off Street Bicycle Parking Requirements within the *Transport Access and Parking Overlay* of the *Planning and Design Code* does not apply to the proposed warehouse land use, or within the subject *General Neighbourhood Zone*.

SUMMARY AND CONCLUSIONS

In summary, we consider that the proposed development will:

- Generate only very low levels of traffic,
- provide a design standard which would accommodate passenger vehicles and SRV's to enter and exit the site in a forward direction, and
- exceed the relevant off-street parking requirements of the *Planning and Design Code*.

Yours sincerely,



Phil Weaver
Phil Weaver and Associates Pty Ltd

Enc: Figures 1 to 4

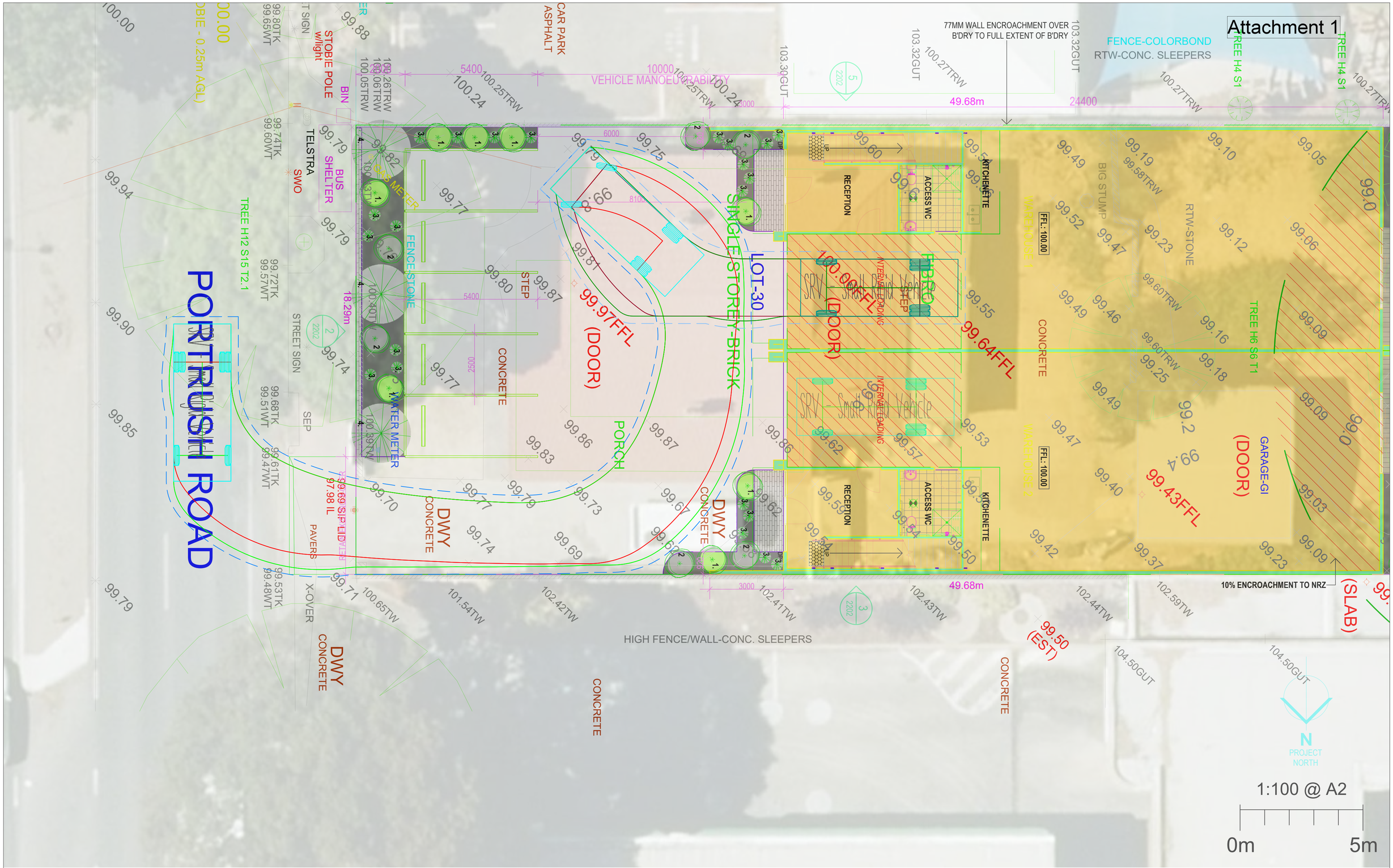


FIGURE 1: SMALL RIGID VEHICLE FORWARD SITE ENTRY AND WAREHOUSE 1 REVERSE ENTRY

PHIL WEAVER & ASSOCIATES
TRAFFIC ENGINEERING CONSULTANTS

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Site Address: 93 Portrush Road, Evandale	DATE: 21/08/25	



FIGURE 2: SMALL RIGID VEHICLE FORWARD WAREHOUSE 1 AND SITE EXIT

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FIGURE 3: SMALL RIGID VEHICLE FORWARD SITE ENTRY AND WAREHOUSE 2 REVERSE ENTRY

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TRAFFIC ENGINEERING CONSULTANTS

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FIGURE 4: SMALL RIGID VEHICLE FORWARD WAREHOUSE 2 AND SITE EXIT

1:100 @ A2

0m 5m

PROJECT NORTH

LOT-30

SINGLE STOREY-BRICK

GARAGE-GI

(DOOR)

99.43FFL

TREE H6 S6 T1

TREE H4 S1

TREE H4 S1

RTW-STONE

FENCE-COLORBOND

RTW-CONC. SLEEPERS

BIG STUMP

FFL: 100.00

WAREHOUSE 1

CONCRETE

FFL: 100.00

WAREHOUSE 2

99.64FFL

KITCHENETTE

KITCHENETTE

ACCESS WC

ACCESS WC

FIBRO

STEP

INTERNAL LOADING

INTERNAL LOADING

RECEPTION

RECEPTION

100.00FFL

(DOOR)

77MM WALL ENCROACHMENT OVER BDRY TO FULL EXTENT OF BDRY

10% ENCROACHMENT TO NRZ

(SLAB)

CONCRETE

99.50 (EST)

DWY

CONCRETE

99.97FFL

(DOOR)

PORCH

CONCRETE

CAR PARK

ASPHALT

STEP

CONCRETE

FENCE-STONE

WATER METER

GAS METER

DWY

CONCRETE

99.69 SIP LID

97.98 IL

PAVERS

X-OVER

DWY

CONCRETE

BIN

STOBIE POLE

w/light

BUS SHELTER

TELSTRA

SWO

STREET SIGN

SEP

18.29m

TREE H12 S15 T2.1

PORTRUSH ROAD

HIGH FENCE/WALL-CONC. SLEEPERS

PROPOSED WAREHOUSES - CIVIL DRAWINGS

93 PORTRUSH ROAD, EVANDALE SA 5069

SHEET NO.	DRAWING TITLE	REVISION
CV-0000	DRAWING LIST & LOCALITY PLAN	A
CV-0001	GENERAL NOTES	A
CV-0100	CIVIL PLAN	A
CV-0200	SURVEY	A



LOCALITY PLAN

NOT TO SCALE

ISSUE FOR PLANNING

REV	DATE	ISSUE	ENG	DRAFT
A	28.08.25	ISSUED FOR PLANNING	JM	JM

BENTLEY CONSULTING
36 Leader Street, Wayville SA 5034
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Phone: 08 7081 4120

PROPOSED WAREHOUSES
93 PORTRUSH ROAD, EVANDALE SA 5069

DRAWING LIST & LOCALITY PLAN

SHEET SIZE	JOB NO.	SHEET NO.	REV
A1	BC2502082	DR-CV-0000	A

RGB
THIS DRAWING INCLUDES COLOURED INFORMATION

Attachment 1

GENERAL

G1 THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS, THE SPECIFICATION AND WITH SUCH OTHER WRITTEN INSTRUCTIONS ISSUED DURING THE COURSE OF THE CONTRACT. ANY DISCREPANCY SHALL BE REFERRED TO BC BEFORE PROCEEDING WITH THE WORK.

G2 THESE DRAWINGS SHALL NOT BE SCALED. DIMENSION AND SETOUT SHALL BE STRICTLY IN ACCORDANCE WITH THE ARCHITECTURAL DOCUMENTS. DRAWINGS ISSUED IN ELECTRONIC FORMAT MUST NOT BE USED FOR DIMENSIONAL SETOUT. ALL DIMENSIONS SHOWN SHALL BE VERIFIED BY THE BUILDER ON SITE. ALL DIMENSIONS SHOWN ARE IN MILLIMETERS AND LEVELS IN METERS UNLESS NOTED OTHERWISE (U.N.O).

G3 ALL MATERIALS AND WORKMANSHIP MUST BE IN ACCORDANCE WITH THE CURRENT AND RELEVANT AUSTRALIAN CODES, STANDARDS AND THE BY-LAWS AND ORDINANCES OF THE RELEVANT BUILDING AUTHORITIES UNLESS VARIED BY THE PROJECT SPECIFICATION.

G4 DURING CONSTRUCTION THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE STRUCTURE IN A STABLE CONDITION AND ENSURING NO PART SHALL BE OVER STRESSED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND OBTAIN THE SERVICES OF AN INDEPENDENT ENGINEER, WHERE REQUIRED, FOR A COMPREHENSIVE SAFE ERECTION PROCEDURE, THAT WILL AT ALL TIMES ENSURE THE STABILITY OF THE WORKS, SAFETY OF ALL PERSONNEL AND PROTECTION OF SURROUNDING PROPERTY INCLUDING THE DESIGN, CERTIFICATION AND PROVISION OF ALL NECESSARY TEMPORARY BRACING AND SUPPORT.

G5 REFER TO ARCHITECTURAL DRAWINGS FOR WATERPROOFING MEMBRANES, CONTRACTION JOINT FILLING MATERIALS, BRICK AND BLOCK WALL THICKNESSES, FALLS IN SLABS, EXTRA PACKING, DRIP GROOVES AND ALL OTHER ARCHITECTURAL FEATURES WHERE NOT NOTED ON THESE DRAWINGS.

G6 REFER TO ARCHITECTURAL DRAWINGS FOR ALL ADDITIONAL PLATES, ANGLES AND THE LIKE REQUIRED ON STRUCTURAL STEELWORK FOR FIXINGS TO INTERNAL PARTITIONS, OPERABLE WALL BEAMS, BLOCKING, WINDOW FRAMES, FLASHING, CAPPING, ETC.

G7 ALL PROPRIETARY PRODUCTS SHALL BE INSTALLED STRICTLY IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND WHERE REQUIRED STRUCTURAL CERTIFICATION SHALL BE PROVIDED BY THE BUILDER PRIOR TO INSTALLATION.

G8 ALL SUBSTITUTIONS MUST BE APPROVED BY THE SUPERINTENDENT IN WRITING PRIOR TO USE OR INSTALLATION.

G9 CONSTRUCTION SHALL NOT COMMENCE UNTIL BUILDING APPROVAL HAS BEEN RECEIVED FROM THE RELEVANT AUTHORITIES.

G10 WHERE EXCAVATION WORK IS TO BE UNDERTAKEN ADJACENT TO EXISTING FOOTINGS, THE LEVEL OF THE UNDERSIDE OF THE FOOTINGS SHALL BE OBTAINED PRIOR TO EXCAVATION AND REPORTED TO BC TO DETERMINE IF UNDERPINNING OR SHORING OF THE STRUCTURE IS REQUIRED. THE EXISTING STRUCTURE SHALL BE MAINTAINED IN A STABLE AND UNDAMAGED CONDITION.

G11 NON-LOAD BEARING WALLS SHALL BE 20mm CLEAR OF THE U/S OF STRUCTURAL BEAMS AND SLABS ABOVE U.N.O.

FOUNDATIONS

F1 THESE DRAWINGS AND NOTES ARE TO BE READ IN CONJUNCTION WITH THE GEOTECHNICAL REPORT.

F2 FOOTINGS HAVE BEEN DESIGNED FOR AN ALLOWABLE BEARING CAPACITY OF 150 kPa. FOUNDING MATERIAL SHALL BE APPROVED BY A CERTIFIED GEOTECHNICAL ENGINEER FOR THIS BEARING CAPACITY PRIOR TO CONSTRUCTION.

F3 EXCAVATIONS FOR FOOTINGS SHALL BE CONSTRUCTED AND BACKFILLED AS SOON AS POSSIBLE FOLLOWING EXCAVATION TO AVOID SOFTENING OR DRYING OUT BY EXPOSURE.

F4 EXCAVATIONS TO BE BLINDED WITH A MINIMUM OF 50mm OF CONCRETE WITHIN 48 HOURS OF EXCAVATION WHEN IT IS INTENDED TO POUR FOOTINGS MORE THAN 48 HOURS AFTER EXCAVATION. CONCRETE SHALL NOT BE PLACED UNTIL THE EXCAVATION HAS BEEN INSPECTED AND APPROVED BY BC IF THIS IS NOT ADHERED TO.

F5 FOOTINGS SHALL BE LOCATED CENTRALLY UNDER WALLS AND COLUMNS U.N.O.

F6 THE DEPTHS TO UNDERSIDE OF ALL FOOTINGS ARE PROVISIONAL ONLY. AFTER EXCAVATION, APPROVAL SHALL BE OBTAINED FROM BC FOR THE FOUNDING LEVELS, WHICH MAY BE VARIED IF NECESSARY PRIOR TO FURTHER WORK.

F7 THE FOUNDATION EXCAVATIONS SHALL BE KEPT FREE OF WATER AT ALL TIMES BY BAILING AND PUMPING IF NECESSARY.

F8 ALL CONCRETE SLABS AND FOOTINGS IN CONTACT WITH THE GROUND ARE TO BE POURED ON 0.2mm DAMP PROOF MEMBRANE U.N.O.

F9 FOOTINGS TO BE FOUNDED 200 MINIMUM INTO NATURAL GROUND OR ALTERNATIVELY LEVEL 1 CERTIFIED CONTROLLED FILL. COMPACTION CERTIFICATION TO BE PROVIDED TO BC FOR REVIEW PRIOR TO PLACING OF MEMBRANE, REINFORCEMENT OR CONCRETE.

F10 RETAINING WALLS ARE NOT TO BE BACKFILLED UNTIL FLOOR CONSTRUCTION AT TOP AND BOTTOM IS COMPLETE, WITH THE EXEMPTION OF CANTILEVERED WALLS. ENSURE FREE DRAINING BACKFILL AND DRAINAGE IS IN PLACE.

F11 ANY OVER EXCAVATION SHALL BE FILLED WITH N10 LEAN MIX CONCRETE.

F12 OWNER TO REFER TO CSIRO PAMPHLET 10-91 "GUIDE TO HOME OWNERS FOUNDATION, MAINTENANCE & FOOTING PERFORMANCE" FOR BEST PRACTICE RECOMMENDATIONS.

SITE PREPARATION

SP1 ALL EARTHWORKS, SITE PREPARATION AND MATERIALS TO BE IN ACCORDANCE WITH AS3798 AND THE GEOTECHNICAL REPORT U.N.O.

SP2 EROSION AND SEDIMENT CONTROL MEASURES AS DOCUMENTED MUST BE IN PLACE PRIOR TO THE COMMENCEMENT OF WORK.

SP3 SITE PREPARATION SHALL BE RESTRICTED TO THE MINIMUM AREA PRACTICABLE FOR CONSTRUCTION OF THE WORKS.

SP4 CLEARING AND GRUBBING SHALL CONSIST OF THE REMOVAL OF ALL VEGETATION, LOOSE MATERIAL, AND RUBBISH BUT EXCLUDES TOPSOIL STRIPPING. STRIPPING OF TOPSOIL SHALL NOT TAKE PLACE MORE THAN 28 DAYS PRIOR TO EARTHWORKS COMMENCING. THE CONTRACTOR SHALL STRIP ANY TOPSOIL PRESENT WITHIN THE AREA FOR SITE PREPARATION. THE DEPTH OF STRIPPING SHALL BE AT LEAST 100mm U.N.O.

SP5 ALL BOULDERS, STUMPS, ROOTS AND OBSTRUCTIONS SHALL BE REMOVED TO A DEPTH OF NOT LESS THAN 300mm BELOW THE STRIPPED SURFACE. GRUBBED HOLES (AND ANY AREA REQUIRING FILLING DUE TO THE REMOVAL OF A STRUCTURE) SHALL BE BACKFILLED IN ACCORDANCE WITH SP10.

SP6 SURPLUS EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF BY THE CONTRACTOR.

SP7 SUBGRADE CUT/FILL SURFACE SHALL BE PROOF ROLLED TO ENSURE THE GROUND IS AT A SUITABLE DENSITY AND MOISTURE CONTENT PRIOR TO CONSTRUCTION OF THE SUB-BASE OR SLAB.

SITE PREPARATION (CONTINUED)

SP8 ALL EXISTING FILL TO BE REMOVED U.N.O. REFER TO THE BOREHOLE LOGS FOR PREDICTED DEPTHS.

SP9 PROOF ROLLING SHALL BE CARRIED OUT USING A 10t VIBRATING ROLLER (MINIMUM 8 PASSES). THE SUBGRADE SHALL BE PROOF ROLLED TO THE SATISFACTION OF THE SUPERINTENDENT. ANY SOFT, WET OR DISTURBED SPOTS SHALL BE REMOVED AND BACKFILLED IN ACCORDANCE WITH NOTE SP10.

SP10 SUBGRADE AREAS REQUIRING FILL ARE TO BE PLACED IN HORIZONTAL LOOSE 200mm THICK LAYERS WITHIN 2% OF STANDARD OPTIMUM MOISTURE CONTENT AND COMPACTED TO 98% OF THE MAXIMUM STANDARD DRY DENSITY (AS1289.5.1.1). FREQUENCY OF TESTING SHALL BE IN ACCORDANCE WITH AS3798. ALL FILL IS TO BE TESTED FOR COMPACTION BY A SUITABLY QUALIFIED GEOTECHNICAL ENGINEER IN ACCORDANCE WITH AS3798. ALL RESULTS SHALL BE SUBMITTED TO BC FOR REVIEW PRIOR TO PLACEMENT OF VAPOUR BARRIER OR SLAB OVER.

SP11 BASE MATERIAL USED FOR BACKFILL SHALL BE PM2/20CG OR SIMILAR APPROVED MATERIAL COMPACTED TO 95% OF THE MAXIMUM MODIFIED DRY DENSITY (AS1289.5.2.1), FREQUENCY OF TESTING SHALL BE IN ACCORDANCE WITH AS3798.

SP12 WHERE THERE HAS BEEN AN EXTENDED DRY PERIOD, THE SUBGRADE MAY EXHIBIT CRACKING NEAR THE SURFACE DUE TO DRYING OUT. MOISTURE CONDITION THE UPPER 200mm OF THE SUBGRADE IN THIS SCENARIO AND COMPACT IN ACCORDANCE WITH NOTE SP10.

SP13 RAFT FOUNDATIONS HAVE BEEN DESIGNED ASSUMING 'ROLLED FILL' IS CONSTRUCTED IN ACCORDANCE WITH AS2870. ROLLED FILL SHALL BE COMPACTED IN LAYERS BY REPEATEDLY ROLLING WITH AN EXCAVATOR OR SIMILAR. ROLLED FILL SHALL NOT EXCEED 600mm COMPACTED IN LAYERS OF 300mm FOR SAND MATERIAL OR 300mm COMPACTED IN LAYERS OF 150mm FOR OTHER MATERIAL. EXTENT OF FILL SHALL BE DETERMINED ON SITE AND IS THE RESPONSIBILITY OF THE CONTRACTOR.

SP14 SERVICE TRENCHES AND THE LIKE SHALL BE FILLED OVER AND COMPACTED WITH HAND OPERATED PLATE COMPACTORS IN LAYERS OF 100mm LOOSE THICKNESS.

SP15 BACKFILL SHALL NOT BE PLACED AGAINST CONCRETE WHICH IS LESS THAN 48 HOURS OLD.

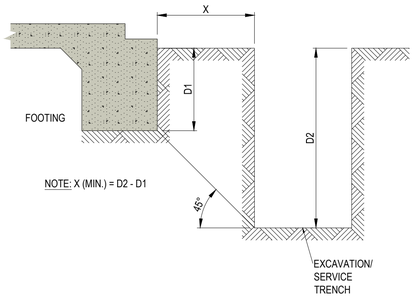
SP16 BACKFILL SHALL NOT BE PLACED AGAINST ABUTMENTS, WINGWALLS, PIERS OR RETAINING WALLS UNTIL ALL CAST IN PLACE CONCRETE HAS REACHED THE 28 DAY CHARACTERISTIC COMPRESSIVE STRENGTH AND IS AT LEAST 14 DAYS OLD.

SP17 VIBRATING MACHINERY SHALL NOT BE USED WITHIN 8m OF RETAINING WALLS.

SP18 EARTHWORK CONSTRUCTION SHALL COMPLY WITH GUIDELINES SETOUT IN AS3798 AND AS2870.

SP19 DO NOT TRENCH OR EXCAVATE WITHIN A ZONE CLOSER THAN 45° MEASURED FROM THE BASE OF FOUNDATIONS.

SP20 BENCH LEVEL (DENOTED 'BL.') REFERS TO THE SUB-GRADE PAD LEVEL. DEPTH TO BENCH LEVEL INCLUDES SLAB THICKNESS AND BASE COURSE. REFER TO STRUCTURAL DOCUMENTATION FOR DETAILS.



CONCRETE

C1 ALL WORKMANSHIP AND MATERIALS SHALL BE STRICTLY IN ACCORDANCE WITH AS3600, THE SPECIFICATION AND THE DRAWINGS.

C2 PROJECT CONTROL TESTING SHALL BE CARRIED OUT IN ACCORDANCE WITH AS1379.

C3 ALL FORMWORK SHALL CONFORM WITH AUSTRALIAN STANDARD AS3610. FORMWORK SHALL BE STRIPPED IN ACCORDANCE WITH AS3600. MEMBERS SHALL REMAIN SUPPORTED OR PROPPED UNTIL APPROVED IN WRITING BY BC.

C4 THE BUILDER SHALL CO-ORDINATE WHERE REQUIRED TO ENSURE THAT PROVISION IS MADE FOR ALL REBATES, OPENINGS, PENETRATIONS, CHASES, CASTING IN OF CONDUITS AND THE LIKE WHETHER OR NOT SPECIFICALLY DETAILED ON THE DRAWINGS. WHERE NOT DETAILED ON STRUCTURAL DRAWINGS, WRITTEN APPROVAL FROM BC IS REQUIRED.

C5 SCHEDULE OF CONCRETE PROPERTIES TO BE USED FOR THE PARTICULAR SECTION OF WORK SHALL BE IN ACCORDANCE WITH STRUCTURAL DRAWINGS. MIX DESIGNS SHALL BE SUBMITTED BY THE SUB-CONTRACTOR TO BC FOR REVIEW 14 DAYS PRIOR TO POUR.

C6 ADMIXTURES SHALL NOT BE USED UNLESS APPROVED IN WRITING BY BC.

C7 READYMIX CONCRETE SHALL COMPLY WITH AS1380.

C8 CLEAR CONCRETE COVER TO REINFORCEMENT SHALL BE AS PER TABLE C1 UNLESS SHOWN OTHERWISE.

C9 REQUIRED SURFACE FINISH AND CLASS OF FORMWORK FOR CONCRETE SHALL CONFORM WITH TABLE C2 UNLESS SPECIFIED OTHERWISE BY THE ARCHITECT, SPECIFICATION OR BC.

C10 ALL REINFORCEMENT SHALL BE FIRMLY SUPPORTED ON INERT CHAIRS TO ACHIEVE THE REQUIRED COVER. SPACING OF THE CHAIRS SHALL NOT EXCEED 800mm IN EACH DIRECTION. BARS SHALL BE TIED AT ALTERNATE INTERSECTIONS. MINIMUM CHAIR SPACING FOR FABRIC SHALL BE:
SL92, SL102, SL81, RL918: 900mm CTS
SL72, SL82, RL818: 600mm CTS

C11 REINFORCEMENT SPLICES SHALL NOT BE MADE IN POSITIONS OTHER THAN THOSE SHOWN ON THE STRUCTURAL DRAWINGS UNLESS APPROVED BY BC. MINIMUM LAPS FOR REINFORCEMENT SHALL BE AS PER TABLE C3. LAPS SHALL BE IN ACCORDANCE WITH AS3600 AND NOT LESS THAN THE DEVELOPMENT LENGTH FOR EACH BAR.

C12 ALL CONCRETE IN CONTACT WITH GROUND SHALL BE POURED ON A 0.2mm DAMP PROOF MEMBRANE U.N.O.

C13 CONCRETE SIZES DO NOT INCLUDE THICKNESS OF ANY APPLIED FINISHES.

C14 CONSTRUCTION JOINTS, WHERE NOT SHOWN ON THE DRAWINGS, SHALL BE LOCATED TO THE APPROVAL OF BC.

C15 ALL CONCRETE SHALL BE MECHANICALLY VIBRATED.

C16 BC SHALL BE GIVEN 24 HOURS NOTICE PRIOR TO REINFORCEMENT INSPECTIONS. CONCRETE SHALL NOT BE DELIVERED OR POURED UNTIL APPROVAL IS OBTAINED.

C17 ALL BEAM DEPTHS INCLUDE THE THICKNESS OF THE SLAB, IF SLAB PRESENT.

C18 WELDING OF REINFORCEMENT IS NOT PERMITTED UNLESS APPROVED BY BC OR SHOWN ON STRUCTURAL DRAWINGS.

C19 REINFORCEMENT IS NOT NECESSARILY REPRESENTED IN ITS TRUE PROJECTION AND MAY BY SHOWN DIAGRAMMATICALLY ONLY.

C20 ALL CONCRETE SHALL BE CURED FOR A MINIMUM OF 7 DAYS AFTER POURING BY COVERING WITH A PVC MEMBRANE WEIGHED DOWN TO PREVENT AIR FLOW BENEATH IT. IF CURING COMPOUNDS ARE USED, THEY MUST BE APPROVED BY BC PRIOR TO APPLICATION.

C21 ALL BAR CRANKS TO BE NO GREATER THAN 1 IN 6 U.N.O.

C22 REINFORCEMENT GRADE SHALL BE AS PER TABLE C4.

C23 ALL CONSTRUCTION POUR JOINTS TO BE SCABBLED AND CLEANED U.N.O.

C24 ADDITIONAL CONCRETE IS TO BE ALLOWED FOR DUE TO DESIGNED SUSPENDED FLOOR BEAM DEFLECTION.

C25 THE MINIMUM CLEAR SPACING BETWEEN CONDUITS, CABLES, PIPES AND BARS SHALL BE AS REQUIRED BY AS3600 BUT NOT LESS THAN THREE DIAMETERS U.N.O.

C26 ALL PROPPING AND THE LIKE UNDER SUSPENDED CONCRETE IS TO BE REMOVED PRIOR TO ANY MASONRY CONSTRUCTION ABOVE.

C27 DISTRIBUTION REINFORCEMENT (RIGHT ANGLES TO MAIN REINFORCEMENT) SHALL BE IN ACCORDANCE WITH MINIMUM REINFORCEMENT REQUIREMENTS TO AS3600 U.N.O.

C28 FORMS SHALL BE CHAMFERED FOR RE-ENTRANT ANGLES AND FILLETED FOR CORNERS AS SPECIFIED BY THE ARCHITECT.

CONCRETE (CONTINUED)

C29 IF PLACING IN EXTREME WEATHER FOR LARGE FLAT AREAS OF CONCRETE, EXCEEDING 15m² IN AREA, WHEN:
- THE AIR TEMPERATURE > 20˚ AND THE FORECAST WIND SPEED > 40km/hr OR
- THE AIR TEMPERATURE > 25˚ AND THE FORECAST WIND SPEED > 25km/hr OR
- THE AIR TEMPERATURE > 30˚ AND THE FORECAST WIND SPEED > 15km/hr

A WORK METHOD STATEMENT MUST BE SUBMITTED TO BC FOR APPROVAL. POURING WILL NOT BE PERMITTED WHERE THE PREDICTED EVAPORATION RATE EXCEEDS 1.0kg/m2/hr.

C30 TYPICAL REINFORCEMENT NOTATION: 3/N16-250 TF
3 - NUMBER OF BARS REQUIRED
N - GRADE OF REINFORCEMENT
16 - BAR DIAMETER IN MILLIMETRES
250 - BAR SPACING IN MILLIMETRES
TF - ABBREVIATION (REFER TABLE C5)

ISSUE FOR PLANNING

REV	DATE	ISSUE	ENG	DRAFT
A	28.08.25	ISSUED FOR PLANNING	JM	JM

BENTLEY CONSULTING
36 Leader Street, Wayville SA 5034
Email: admin@bentleyconsulting.net.au
Phone: 08 7081 4120

PROPOSED WAREHOUSES
93 PORTRUSH ROAD, EVANDALE SA 5069

GENERAL NOTES

SHEET SIZE	JOB NO.	SHEET NO.	REV
A1	BC2502082-DR-CV-0001		A

Attachment 1

LEGEND

SYMBOL	DENOTES
	EXISTING CONTOUR - 0.2m INTERVALS
	DESIGN CONTOUR - 0.1m INTERVALS
BS	BOX SUMP - SIZE T.B.C.
IO	INSPECTION OPENING
	GRATED INLET PIT (GIP) OR JUNCTION BOX (JB) U.N.O.
	GRATED TRENCH DRAIN (GTD). PROVIDE MIN 0.5% FALL ALONG TRENCH INVERT.
	uPVC PIPE (GRAVITY) - DIA T.B.C.
	uPVC PIPE (SEALED TO TANK) - DIA T.B.C.
	uPVC PIPE (SEALED FROM TANK) - DIA T.B.C.
	CIVIL RETAINING WALL
	FENCE PLINTH (MAX RETAINING OF 0.2m)
	EXISTING RETAINING WALL/ FENCE TO REMAIN
	STRUCTURAL RETAINING WALL
	EXISTING WALL
	SPOON DRAIN
	PAVERS (PEDESTRIAN)
	CONCRETE PAVEMENT (VEHICULAR)
	TIMBER DECKING
	LANDSCAPING
FFL.	FINISHED FLOOR LEVEL
BL.	BENCH LEVEL
CL.	COVER LEVEL
IL.	INVERT LEVEL
P.	PAVEMENT LEVEL
TK.	TOP OF KERB LEVEL
WT.	WATER TABLE LEVEL
L.	LANDSCAPE LEVEL
EL.	EXISTING LEVEL
TW.	TOP OF RETAINING LEVEL
BW	BOTTOM OF RETAINING LEVEL
H.	HEIGHT OF RETAINING

PRELIMINARY DESIGN

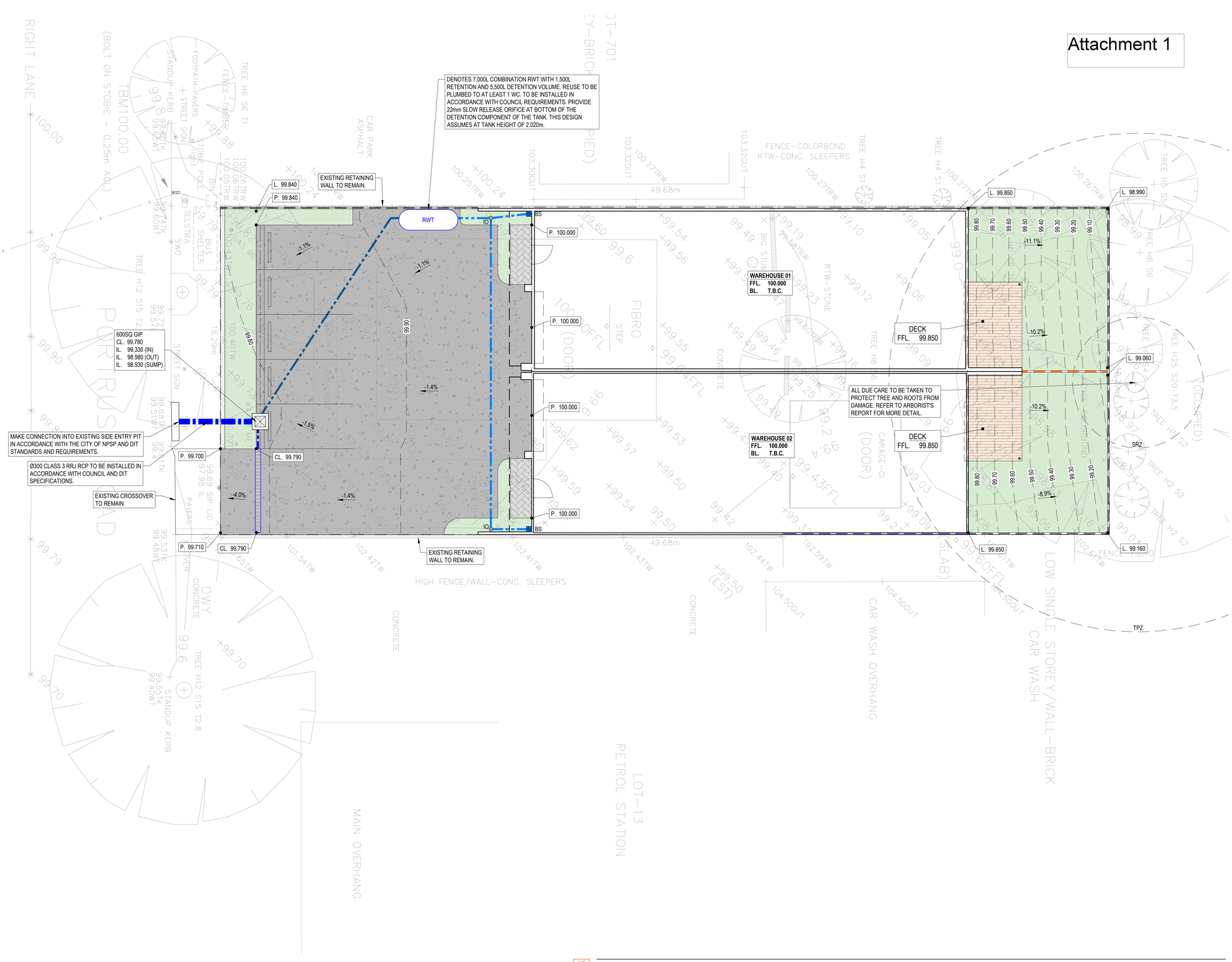
THIS DESIGN IS CONCEPTUAL AND FOR THE PURPOSE OF PLANNING APPROVALS ONLY. ADDITIONAL DESIGN AND SPECIFICATIONS ARE REQUIRED PRIOR TO CONSTRUCTION.

STORMWATER QUALITY

ALL GRATED INLET PITS >300SQ TO BE FITTED WITH ATLAN STORMSACKS IN ACCORDANCE WITH PRODUCT MANUFACTURER'S SPECIFICATIONS. PROVIDE ATLAN FLOWGUARDS TO ALL GRATED TRENCH DRAINS.

STORMWATER DETENTION

THIS DESIGN IS BASED ON LIMITING THE 20% AEP POST DEVELOPMENT FLOW RATE TO THE 20% AEP PRE DEVELOPMENT FLOW RATE WITH A PRE DEVELOPMENT RUNOFF COEFFICIENT OF 0.35 (35% IMPERVIOUS) IN ACCORDANCE WITH THE CITY OF NPSP COUNCIL REQUIREMENTS.
5% AEP PRE DEVELOPMENT FLOW RATE = 7.0L/s
5% AEP POST DEVELOPMENT FLOW RATE = 7.0L/s
REFER TO BENTLEY CONSULTING CALCULATIONS PACKAGE FOR DETAIL.



RGB THIS DRAWING INCLUDES COLOURED INFORMATION

SCALE BAR 1:100 (A1) - SCALE BAR 1:200 (A3)
0 1 2 3 4 5 6 7 8 9 10m

ISSUE FOR PLANNING

REV	DATE	ISSUE	ENG	DRAFT
A	28.08.25	ISSUED FOR PLANNING	JM	JM

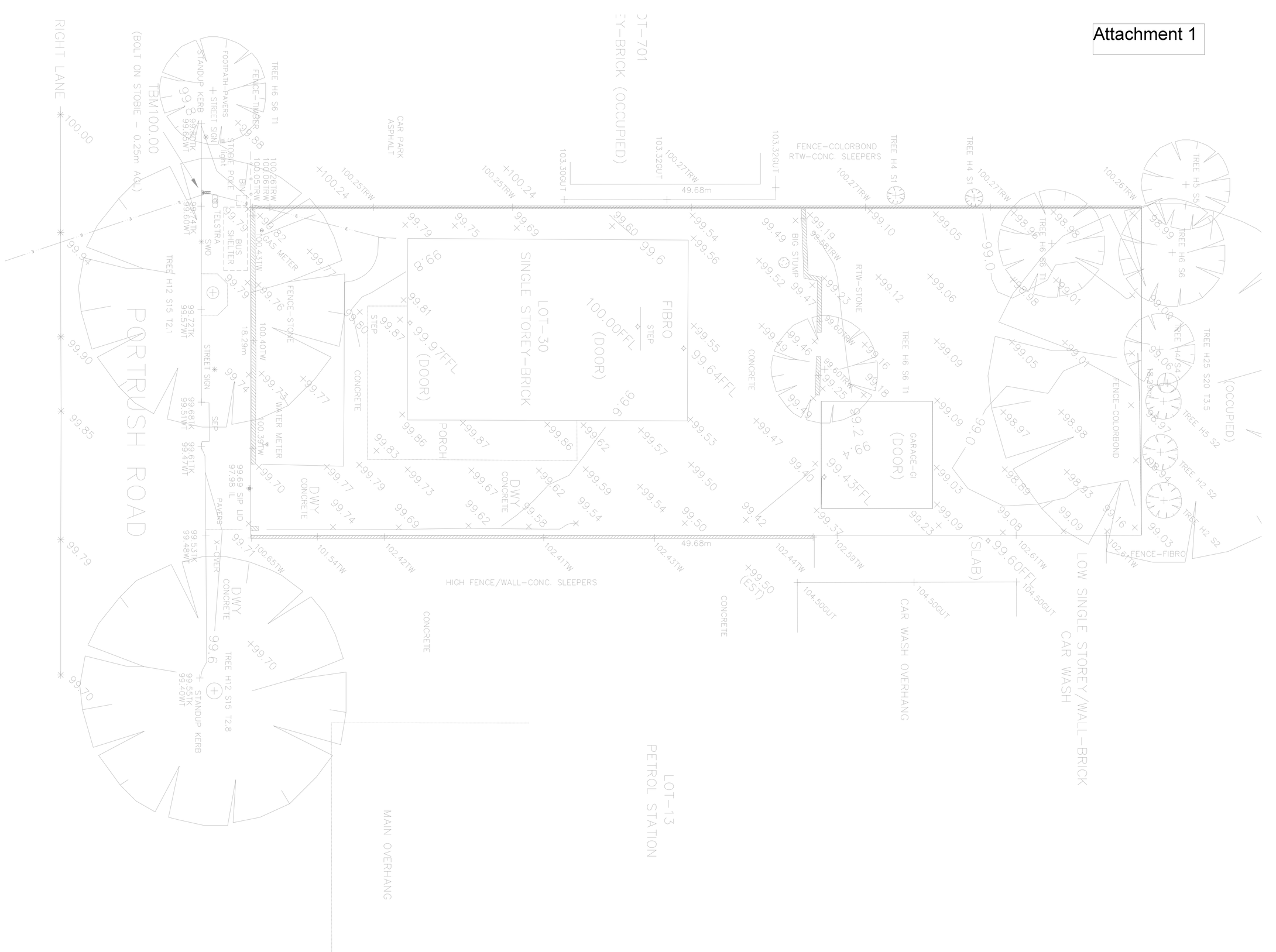
BENTLEY CONSULTING
36 Leader Street, Wayville SA 5034
Email: admin@bentleyconsulting.net.au
Phone: 08 7081 4120

PROPOSED WAREHOUSES
93 PORTRUSH ROAD, EVANDALE SA 5069

CIVIL PLAN

SHEET SIZE	JOB NO.	SHEET NO.	REV
A1	BC2502082-DR-CV-0100		A

Attachment 1


PORTRUSH ROAD
RIGHT LANE
TBM100.00
(BOLT ON STOBIE – 0.25m AGL)
LOT–30
SINGLE STOREY–BRICK
FIBRO
STEP
100.00FFL
(DOOR)
99.6
99.97FFL
(DOOR)
99.6
PORCH
99.2
99.43FFL
GARAGE–GI
(DOOR)
99.6
99.60FFL
(SLAB)
LOT–13
PETROL STATION
LOW SINGLE STOREY/WALL–BRICK
CAR WASH
CAR WASH OVERHANG
MAIN OVERHANG
HIGH FENCE/WALL–CONC. SLEEPERS
FENCE–COLORBOND
RTW–CONC. SLEEPERS
FENCE–TIMBER
FENCE–STONE
FENCE–FIBRO
CAR PARK
ASPHALT
CONCRETE
DWY
CONCRETE
RTW–STONE
FOOTPATH–PAVERS
STREET SIGN
STOBIE POLE
w/light
BUS
SHELTER
STANDUP KERB
TELSTRA
SWO
GAS METER
WATER METER
SEP
PAVERS
X–OVER
BIN
BIN
BIN

BENTLEY
CONSULTING

STORMWATER DETENTION CALCULATIONS

Project: Proposed Warehouses
Address: 93 Portrush Rd, Evandale
Job No: BC2508082
Revision: A
By: JM

Title:	Proposed Warehouses
Job #:	93 Portrush Rd, Evandale
Page:	1
Designer:	JM
Date:	28/08/2025

BENTLEY CONSULTING

ENGINEERING CALCULATION PACKAGE

Design Information:

Bentley Consulting have been engaged to provide civil/ stormwater engineering for the proposed development located at the aforementioned mentioned address.

RELEVANT EQUATIONS

$$Q = C_y I A$$
$$C_y = F_y C_{10}$$

Q = *peak runoff rate (m^3/s)*
I = *rainfall intensity (mm/hr)*
A = *catchment area (m^2)*
C_y = *runoff coefficient*
C_{10} = *10 year ARI runoff coefficient*
Fy = *Frequency Factor*

DETENTION TANK STORAGE

Using AR&R 1987; equation 7.43

$$Q_P = I_P[1 - \frac{S_{max}}{V_I}]$$

Q_P = *peak discharge of the inflow hydrograph (m^3/s)*
I_P = *peak discharge of the outflow hydrograph (m^3/s)*
V_I = *volume of the inflow flood (m^3)*
S_{max} = *maximum storage (m^3)*

Pre Development

Catchment Type	C_{10}	F_y	C_y	Area (m^2)
Roof	1.00	0.95	0.950	0
Pavement	0.90	0.95	0.855	0
Landscape	0.20	0.95	0.190	0
COUNCIL COEFF	0.35	0.95	0.333	909
Total				909

Storm Event:	1 in	5	*ARI*
Time Conc:		5	*mins*
Intensity:		83.4	*mm/hr*

Pre Development Flow: 7.00 *L/s*

Title: Proposed Warehouses
Job #: 93 Portrush Rd, Evandale
Page: 2

Designer: JM
Date: 28/08/2025

BENTLEY CONSULTING

ENGINEERING CALCULATION PACKAGE

Post Development (Roof Detained)

Catchment Type	C_{10}	F_y	C_y	Area (m^2)
Roof	1.00	0.95	0.950	469

Storm Event: 1 in 5 *ARI*

Tank Outflow: 1.12 *L/s*

Time of conc	Intensity	Inflow	Outflow	Storage
mins	*mm/hr*	*L/s*	*L/s*	*L*
5	83.4	10.32	1.12	2761
10	60.6	7.50	1.12	3828
15	49.2	6.09	1.12	4472
20	41.7	5.16	1.12	4849
30	32.6	4.03	1.12	5246
60	20.9	2.59	1.12	5280
120	13.15	1.63	1.12	3654
180	10	1.24	1.12	1271
270	7.577778	0.94	1.12	-2951
360	6.216667	0.77	1.12	-7573
540	4.688889	0.58	1.12	-17486

Therefore, Tank Storage Volume = 5280 *L*

Tank Outlet Orifice

$$Qo = Cd*A*SQRT(2*g*H) * B$$

Cd =	0.6		(Outlet Coefficient)
Dia =	22	mm	(Outlet orifice diameter)
A =	0.000371	m	(Orifice area)
H =	1.59	m	(Head above centre of orifice)
B =	0.9		(Blockage factor)

Qo = 1.12 L/s

Title:	Proposed Warehouses
Job #:	93 Portrush Rd, Evandale
Page:	3
Designer:	JM
Date:	28/08/2025

BENTLEY CONSULTING

ENGINEERING CALCULATION PACKAGE

Post Development (Undetained)

Catchment Type	C_{10}	F_y	C_y	Area (m^2)
Roof	1.00	0.95	0.950	0
Pavement	0.90	0.95	0.855	256
Landscape	0.20	0.95	0.190	184
Misc.	0.35	0.95	0.333	0
Total				440

Storm Event:	1 in	5	*ARI*
Time Conc:		5	*mins*
Intensity:		83.4	*mm/hr*

Undetained Flow: 5.88 *L/s*

SUMMARY

Pre Development Flow: 7.00 *L/s*

Tank Outflow: 1.12 *L/s*

Undetained Flow: 5.88 *L/s*

Total Outflow: 7.00 *L/s*

Title: Proposed Warehouses
Job #: 93 Portrush Rd, Evandale
Page: 4

Designer: JM
Date: 28/08/2025

BENTLEY CONSULTING

ENGINEERING CALCULATION PACKAGE

Intensity Frequency Duration (IFD) Table (mm/hr) - Bureau of Meterology

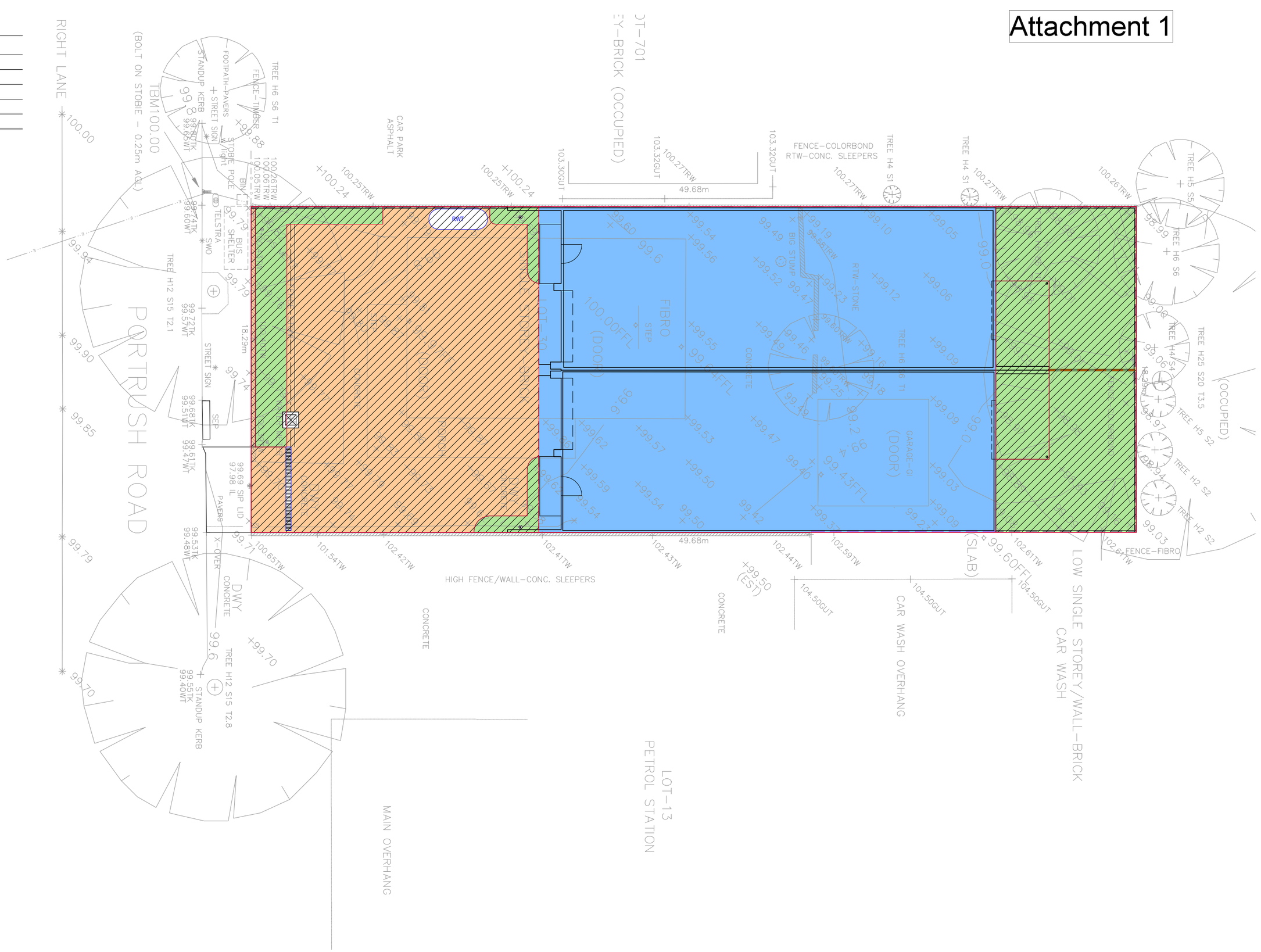
	Exceedances per Year (EY)								
	4	1	0.69	0.22	0.2	0.11	0.05	0.02	0.01
	Average Return Interval (ARI)								
	0.25	1	1.44	4.48	5	10	20	50	100
	Annual Exceedance Probability (AEP)								
Duration	98%	63%	50%#	20%*	18%	10%	5%	2%	1%
1 min	41.5	77.4	88.4	126.0	129.0	155.0	186.0	231.0	269.0
2 min	36.6	68.3	77.6	110.0	112.2	135.0	162.0	203.0	237.0
3 min	32.6	60.7	69.1	98.1	100.2	120.0	145.0	180.0	211.0
4 min	29.4	54.9	62.5	89.0	90.8	109.0	131.0	163.0	191.0
5 min	26.9	50.3	57.3	81.7	83.4	100.0	120.0	150.0	175.0
10 min	19.7	36.4	41.7	59.6	60.6	73.3	87.8	109.0	127.0
15 min	16.1	29.4	33.6	48.1	49.2	59.1	70.8	88.0	102.0
20 min	13.8	24.9	28.5	40.8	41.7	50.1	60.1	74.7	87.0
25 min	12.2	21.9	25.0	35.7	36.5	43.9	52.6	65.4	76.3
30 min	11.0	19.6	22.4	31.9	32.6	39.2	47.1	58.5	68.3
45 min	8.7	15.2	17.4	24.7	25.2	30.3	36.4	45.3	52.8
1 hour	7.3	12.7	14.4	20.5	20.9	25.1	30.1	37.5	43.7
1.5 hour	5.7	9.8	11.1	15.7	16.0	19.2	22.9	28.5	33.2
2 hour	4.7	8.1	9.2	12.9	13.2	15.8	18.8	23.4	27.2
3 hour	3.7	6.2	7.0	9.8	10.0	11.9	14.2	17.6	20.4
4.5 hour	2.8	4.7	5.3	7.4	7.6	9.0	10.7	13.2	15.2
6 hour	2.3	3.9	4.4	6.1	6.2	7.4	8.7	10.7	12.3
9 hour	1.8	3.0	3.3	4.6	4.7	5.5	6.5	7.9	9.1
12 hour	1.4	2.4	2.7	3.8	3.8	4.5	5.3	6.4	7.3
18 hour	1.1	1.8	2.1	2.8	2.9	3.4	3.9	4.7	5.3
24 hour	0.9	1.5	1.7	2.3	2.3	2.7	3.2	3.8	4.3
30 hour	0.8	1.3	1.4	1.9	2.0	2.3	2.7	3.2	3.6
36 hour	0.7	1.1	1.3	1.7	1.7	2.0	2.3	2.7	3.1
48 hour	0.5	0.9	1.0	1.4	1.4	1.6	1.8	2.2	2.4
72 hour	0.4	0.7	0.8	1.0	1.0	1.2	1.3	1.5	1.7
96 hour	0.3	0.5	0.6	0.8	0.8	0.9	1.0	1.2	1.3
120 hour	0.3	0.5	0.5	0.7	0.7	0.8	0.8	1.0	1.1
144 hour	0.2	0.4	0.4	0.6	0.6	0.6	0.7	0.8	0.9
168 hour	0.2	0.4	0.4	0.5	0.5	0.6	0.6	0.7	0.8

Note:
The 50% AEP IFD **does not** correspond to the 2 year Average Recurrence Interval (ARI) IFD. Rather it corresponds to the 1.44 ARI.
* The 20% AEP IFD **does not** correspond to the 5 year Average Recurrence Interval (ARI) IFD. Rather it corresponds to the 4.48 ARI.

Attachment 1

LEGEND

SYMBOL	DENOTES
	ROOF C10 = 1.0
	PAVEMENT C10 = 0.9
	LANDSCAPING C10 = 0.2
	UNDETAINED CATCHMENT



RGB THIS DRAWING INCLUDES COLOURED INFORMATION

SCALE BAR 1:100 (A1) - SCALE BAR 1:200 (A3)
0 1 2 3 4 5 6 7 8 9 10m

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Email: admin@bentleyconsulting.net.au
Phone: 08 7081 4120

PROPOSED WAREHOUSES
93 PORTRUSH ROAD, EVANDALE SA 5069

CATCHMENT PLAN - POST DEVELOPMENT

SHEET SIZE	JOB NO.	SHEET NO.	REV
A1	BC2502082-DR-CV-1000		A

TreeVision arboricultural consultants

Phone 0416929717
Fax 8395 9024
9 Armiger Court
Holden Hill
SA 5088

consultant@treevision.com.au

Written by:
Duncan McGregor
BSc For, AATech Cert, MICFor

Preliminary Arboricultural Report



Prepared For: **Mr Armaan Sidhu**

Site Location: **49 Llandower Avenue, Evandale SA 50**

Council Area: **City of Norwood, Payneham and St Peters**

Date: **12 August 2025**

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2.0	Tree Survey Methodology	5 - 7
3.0	Site Description	8 - 9
4.0	Tree Health and Condition	10 - 11
5.0	Preliminary Recommendations	12
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7.0	Recommendations	16 - 17
Appendix A: Report Limitations and Disclaimer		18
Appendix B: References		19

1.0 Introduction

This preliminary arboricultural report relates to a tree growing within the rear garden of a residential allotment and immediately adjacent to a proposed development site at 93 Portrush Road, Evandale. The tree is in the rear garden of the neighbouring residential allotment at 49 Llandower Avenue, Evandale SA 5069.

The report has been commissioned by Mr Armaan Sidhu, to provide information on the existing tree cover adjacent to the property at 93 Portrush Road, Evandale.

The survey and report set out to achieve the following objectives:

- To briefly assess the current condition of the tree in the neighbouring site.
- To assess the suitability of tree retention on site in relation to AS 4970-2025, Protection of Trees on Development Sites.
- To determine the legal status of the tree within the neighbouring property.
- To provide appropriate tree protection zones around the identified tree.

The survey has been based on a visual inspection of the trees carried out from the ground by Mr Duncan McGregor on 31 July 2025. The weather at the time of the survey was cloudy and dry.

The assessment was carried out from within the confines of neighbouring property at 49 Llandower Avenue and adjacent public highways.

1.1 Caveat Emptor

This report is the result of an arboricultural inspection of both the site and the trees in question.

The trees were inspected using an industry's best practice, level 2 basic assessment (ground based visual tree assessment); an aerial inspection was not performed.

An assessment of the current condition of the trees is made and any issues relating to the trees' current health and structural integrity in view of any proposed development and the impact that may affect public safety, structures of value or loss of amenity value are brought forward.

These findings are interpreted and the best course of action to abate these concerns is provided.

No subsurface inspection was conducted, and no soil samples were taken for analysis.

No decay detection equipment was used in assessment of the trees and no tissue samples were taken for analysis.

This report is limited to the time of inspection and reflects the trees found on the day of assessment. Modifications and changes to the site conditions or surrounding environment due to impacts from construction work; landscaping, weather and pruning works or other issues may alter the findings of this report.

The findings presented in this assessment are limited to no more than two months upon receipt of this report. Any modification to the site, development proposal or the trees themselves will render the findings of this report inaccurate.

All information contained within this report is predicated on material, documents and plans made available by the client or other parties and deemed to be from an accurate source. Tree Vision Arboricultural Consultants hold no responsibility for inaccuracies within the materials or information provided.

2.0 Tree Survey Methodology

One (1) individual tree has been assessed in detail. Trees measuring less than 1m in circumference at 1m above ground level have not been recorded. Shrubs and very small trees were also not included.

A total of one (1) individual tree has been assessed and data collected. Other trees and shrubs were also located within the survey area and were not recorded.

This assessment is undertaken using standard tree assessment criteria for each tree based on the values below. It is implemented because of at least one comprehensive and detailed site inspection to undertake a visual tree assessment from the ground of each individual tree, group or stand of trees, or a representative population sample.

Any dimensions recorded as averages, or by approximation, are noted accordingly.

The method of assessment of the tree/s applied is adapted from the principles of a visual tree assessment undertaken from the ground, which considers:

1. Tree health and subsequent stability, both long and short term
2. Hazard potential to people and property
3. Significance

Regulated/Significant Trees

A tree classified as 'Regulated' for purposes of this report has been identified as meeting the criteria laid down in the Planning, Development, and Infrastructure Act 2016

"trees within the designated area that have a trunk with a circumference of 1.0 metres or more or, in the case of trees with multiple trunks, that have trunks with a total circumference of 1.0 metres or more and an average circumference of 310mm or more above natural ground level."

A tree classified as 'Significant' for purposes of this report has been identified as meeting the criteria laid down in the Planning, Development, and Infrastructure Act 2016

"trees within the designated area that have a trunk with a circumference of 2.0 metres or more or, in the case of trees with multiple trunks, that have trunks with a total circumference of 2.0 metres or more and an average circumference of 625mm or more above natural ground level."

REMINDER: It is likely a development application must be submitted to the relevant Local Government Authority outlining the reasons for the tree damaging activity that is proposed to be undertaken on tree(s) deemed as regulated or significant pursuant to the legislative definition.

Trees which the survey and assessment have identified as 'Significant' or 'Regulated' are highlighted in **BLUE** text within the Tree Schedule Tables.

Landscape Significance / Retention Value

An assessment of the landscape significance and the retention value have been taken using the criteria as detailed in the Institute of Australian Consulting Arboriculturists Significance of a Tree, Assessment Rating System (STARS). This rating system is used to assist in the planning process where trees are to be retained on or adjacent to a proposed development site. The system uses a scale of High, Medium, and Low significance in the landscape. Once the landscape significance has been defined then the retention value can be determined.

IACA, 2010, IACA *Significance of a Tree, Assessment Rating System (STARS)*, Institute of Australian Consulting Arboriculturists, Australia, www.iaca.org.au

3.0 Site Description

3.1 Site Boundaries and Location



Figure 1 *– showing site location in relation to major arterial, residential roads.*



Figure 2 *- shows an aerial image of the site subject to survey and assessment taken in 2024. The approximate boundaries of the survey area are indicated in red.*

The site boundaries are defined by the existing fencing along the northern, southern and western boundaries and with Portrush Road to east.

3.2 Tree Cover

The assessed tree has deemed as a 'Significant' tree and is located within the private residential property at 49 Llandower Avenue and is immediately adjacent to the proposed development site.

The individually assessed tree has all been identified as being 'Significant' under the terms and definitions within the Planning, Development, and Infrastructure Act 2016 and the associated regulations.

Other small trees (mainly fruit trees) are also located within the rear garden of 49 Llandowner Avenue, but none of these measured greater than 1m in circumference at 1m above ground level.

No trees were identified as being within the proposed development site at 93 Portrush Road.

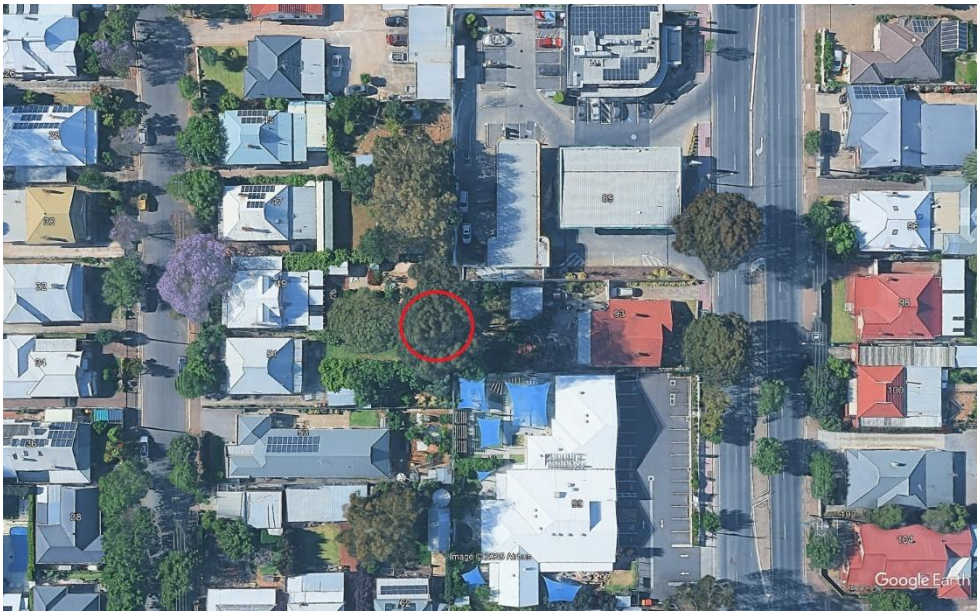

***Figure 3** - shows an aerial image of the site subject to survey and assessment taken in 2024. The approximate location of the assessed tree is indicated in red.*

4.0 Tree Health and Condition

Several features concerning tree health and condition were identified and apparent from the assessment. These are identified and highlighted below. Recommendations for remedial action are made in section 5.

a) **Decay and Wounds**

Several minor failure stubs and branch wounds were evident on the main stem, and these would appear to be associated with the natural shedding of branches.

b) **Structural Defects**

No structurally defective features were identified on any of the assessed trees.

c) **Crown Symmetry and Suppression**

It is an open grown tree that displays an even crown spread to each of the cardinal points.

d) **Stress and Low Vigour**

The assessed tree displayed no visible signs of stress or reduced vigour.

e) **Deadwood**

Limited deadwood was noted within the crown and where it does exist it is mainly associated with natural shading.

f) **Trees near Infrastructure**

The tree is located within the neighbouring property approximately 1.6m from the boundary fence with the proposed development site.

4.1 Tree Inspection and Assessment

Tree Number	Species	Height (m)	Circumference (m)	Diameter at 1.4m (cm)	Canopy Spread	Age Class	Physiological Condition	Structural Condition	Preliminary Management Recommendations	Life expectancy (years)	Comments	Landscape Significance	Retention Value
1	*Corymbia citriodora* / Lemon Scented Gum	26	3.9	116	N – 11 S – 10 E – 9 W - 9	M	Good	Good	No works required	>20	Upright form	High	High

Health and Vigour: The tree is in good health. Foliage distribution, density, colour, and size in the upper crown is good. Tree vigour is good.

Structure/Stability: It presents a single main stem to approximately 4m above ground level where a primary limb extends east and is directly overhanging the proposed development site.

Management History: There appears to be no evidence of any past pruning or remedial arboricultural works having been completed.

Recommendations: It is recommended that the tree is retained.

5.0 Preliminary Recommendations

The following recommendations are made in the interests of good arboricultural management and should be undertaken regardless of any development proposals. A timescale for undertaking these works is also provided.

All recommendations are consistent with the guidance provided by Australian Standard AS 4373 – 2007: Pruning of Amenity Trees.

5.1 Remedial Arboricultural Works

- No remedial arboricultural works are required

5.2 Arboricultural Standards

All tree removal and pruning should be undertaken by suitably qualified, experienced and insured Arborists to Australian Standard 4373 -2007 '*Pruning of amenity trees'*. Where Council approvals are required, this is noted. These works recommended to be completed within the next 3 months. Prior development approval is required for these tree removals.

5.3 Risk Management of Trees

All the trees within the site are within an area of frequent public access and should accordingly be the subject of regular inspections.

It is recommended this is carried out at least once a year or in the aftermath of severe storms and should be carried out by a suitably qualified, experienced, and insured Consulting Arborist.

6.0 Arboricultural Impact Assessment

This report has been produced for the purpose of providing best practice guidelines for tree protection measures in accord with Australian Standard 4970-2025 'Protection of trees on development sites'.

6.1 Tree Protection Zones

The principle means of protecting trees on development sites is the Tree Protection Zone (TPZ). The TPZ is a combination of the root area and crown area of the tree(s) that requires protection. This area is isolated from construction disturbance to maintain the long-term viability of the tree(s). The TPZ incorporates the Notional Root Zone (NRZ) and Structural Root Zone (SRZ).

The design proposal may require modifications to the NRZ to allow for development. Encroachment within the optimal NRZ through trenching, excavation, and compaction filling may be possible although it is likely further investigative works will need to be undertaken to assess the potential impacts.

Should the overall area of encroachment into the NRZ be less than 10% of the total area and outside the SRZ, then it is generally considered that the impact on the tree is minimal and within the tolerable limits of the tree and as such investigative root zone excavations may not be necessary. The area lost to this encroachment should be compensated for elsewhere and must be contiguous with the NRZ. Variations to the Tree Protection Plan must be made by the project arborist considering all relevant factors listed in clause 3.3.2 of the Australian Standard.

Should the design proposal require an encroachment of more than 10% into the total area of the NRZZ or within the SRZ, the project arborist must demonstrate that the tree will remain viable. The area lost to this encroachment should be compensated for elsewhere and must be contiguous with the NRZ. It is likely non-destructive diagnostic root zone excavations may need to be undertaken, and consideration given to clause 3.3.2 of the Australian Standard.

6.1 Structural Root Zone

The Structural Root Zone (SRZ) is a calculated area around the tree required for tree stability. The SRZ only needs to be calculated in cases where major encroachment into the Notional Root Zone (NRZ) is proposed.

No development activities are permitted within this zone.

6.2 Notional Root Zone Calculations

To calculate the Notional Root Zone (NRZ) a measurement of the diameter at standard height (DSH) is applied:

$$DSH \times 12 = NRZ \text{ (Notional Root Zone)}$$

As stated in clause 3.2 of the Australian Standard AS 4970 that the maximum TPZ area should not be less than 2metres or more that 15metres radius from the centre of the tree except in cases where crown protection is required.

In the case of palms, monocots, cyads and tree ferns the TPZ should not be less than 1 metre outside the crown spread of the tree.

The optimal Notional Root Zones (NRZ) and Structural Root Zones (SRZ) are measured radially from the centre of the tree.

Table 1: Notional Root Zone

	Tree Number 1
Notional Root Zone (NRZ)	13.92m
Notional Root Zone Area	609 m²
Structural Root Zone (SRZ)	3.65m

6.3 Notional Root Zone Encroachment Considerations

Encroachment into the Notional Root Zone (NRZ) will be calculated based on information obtained from the plans provided by the client, the tree assessment, the site survey, and guidelines contained within the standard.

The proposed lines of encroachment are calculated, and the area of encroachment subtracted from the overall area of the optimal NRZ, and a percentage result achieved. In this instance the total area of encroachment provided for under the Australian standard is shown below:

Tree Number	Total NRZ Area	Minor encroachment 10% of total area
1	609 m²	61 m²

In determining the potential impacts of encroachment into the NRZ the project arborist is to consider the following (clause 3.3.2 AS 4970-2025):

a) Root Location and distribution
b) Loss of root mass
c) Species tolerance to root loss
d) Temporary or permanent loss of soil volume
e) Tree age, vigour, and size
f) Presence of other trees
g) Staging and timing of excavations
h) Tree maintenance / care activities
i) Tree lean and stability
j) Soil characteristics, topography, and drainage
k) Root restricting existing / past structures / obstacle
l) Proposed construction measures to reduce impacts / design factors
m) Root investigation

7.0 Recommendations

Having assessed the trees and calculated the Tree Protection Zones for the tree. The following recommendations are to be incorporated within the final design proposals.

1. Where a minor 10% encroachment into the Notional Root Zone (NRZ) is unavoidable, adequate space is provided elsewhere on the site to offset this encroachment, contiguous with the NRZ.
2. Any proposed encroachment beyond 10% may be possible subject to detailed, non-destructive root investigation works. These works are to be carried out under the strict supervision of the project arborist. The project arborist is to provide a report on the findings and suitability or not, of any additional encroachment into the NRZ.
3. Any proposed new driveway, paving or area of hard standing must be designed to be porous where it is to be located within the designated Notional Root Zone, but outside the SRZ. This is to allow for the filtration of water and air into the ground below and is to be constructed using a non-destructive (no-dig) method.
4. Upon approval of the final design layout, a full Arboricultural Impact Assessment and Tree Protection Plan are to be prepared and implemented on site prior to the commencement of works on site.
5. If excavation must be completed within the designated NRZ this must be completed using a non-destructive method. The use of hydro-vac excavation or hand digging must be used to reduce the potential for damage to the root system of the trees. This work is to be completed under the supervision of the project arborist.
6. The approved tree protection requirements are to be clearly identified during the project tender process. A contractual agreement is to be drawn up with the accepted tenderers, which outlines their responsibility and ensures contractor compliance. A copy of the Tree Protection Plan is to be made available during the tender process.
7. Appointment of a project arborist at the start of the project to help ensure the successful retention and protection of the tree during the development works.

8. Consideration must also be given to the citing of underground services as far away from the trees as possible or to utilize existing service trenches. This is to prevent the potential for damage to the underground parts of the tree. Where new service trenches are required to be formed, they are to be formed by hand or using a hydro-vac. No mechanical digging is to take place within the Tree Protection Zones.
9. The use of alternative footings / foundation design could be considered where there is proposed encroachment within the designated NRZ. These must be designed to have minimal impact on the retain tree.

Thank you for the opportunity to provide this report and trust that it meets your requirements. If any further information or clarification is required, please do not hesitate to contact me.

Duncan McGregor

BSc For, AATech Cert, MICFor



Senior Consulting Arborist Date: 12 August 2025

Appendix A - Report Limitations and Disclaimer

1. Trees are naturally exfoliating living organisms; therefore, the author cannot guarantee the structural stability of the trees under all conditions. Therefore, the recommendations made by this report cannot guarantee that the tree will be rendered safe.

2. The identification of defects is limited to what is clearly visible from above ground only.

3. All recommendations made by this report are estimations that cover identifiable defects that were physically present at the time of inspection. In the event of unforeseen circumstances or situations that may take place after the time of inspection, the authors cannot be held liable and accept no responsibility.

4. Trees under any circumstances cannot be classified as safe under any conditions. It must be made clear that all recommendations are made to minimize identifiable risks that are present at the time of inspection.

5. This report is intended for the sole use of the client and any relevant managing authorities. It must not be reproduced or made available to third party members without written consent from TreeVision.

Appendix B - References

The Body Language of Trees: A Handbook for Failure Analysis

The Principles of Tree Hazard Assessment and Management (Research for Amenity Trees)

Trees in the Urban Landscape: Principles and Practice

Matheny, N.P. & Clark, J.R. (1994).

IACA, 2010, IACA *Significance of a Tree, Assessment Rating System (STARS)*, Institute of Australian Consulting Arboriculturists, Australia, www.iaca.org.au

A photographic guide to the evaluation of hazard trees in urban areas, 2nd Edn.,

END OF DOCUMENT

HWLE LAWYERS

Our Ref: 1333891

26 November 2025

Mr Ned Feary
Senior Urban Planner
City of Norwood Payneham & St Peters
175 The Parade
Norwood SA 5067

Email: nfeary@npsp.sa.gov.au

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Dear Ned

Proposed warehouse - DA No. 25030684 - 93 Portrush Road, Evandale

This firm acts for Penfold Building Group Pty Ltd, the applicant for DA No. 25030684 being for the "*construction of a single building comprising two warehouse tenancies*" at 93 Portrush Road, Evandale (**Land**).

We refer to your most recent communications on 13 November 2025 about the appropriateness of the proposed land use.

For the reasons that follow, the proposed land use is appropriate and the proposal warrants the grant of planning consent.

Background

1. The Land is within the General Neighbourhood Zone under the Planning and Design Code (**Code**). The immediate locality along Portrush Road contains several patches of different zones:
   (a) To the immediate north of the Land, there is a patch of Employment Zone land;
   (b) To the south, there are patches of Suburban Main Street Zone and Suburban Business Zone;
   (c) To the west is the Established Neighbourhood Zone; and
   (d) There are also patches of the Community Facilities Zone to the north east and south east of the Land.
2. The Land fronts Portrush Road and currently comprises a dwelling and associated garage.
3. Immediately adjacent the Land to the north is a Shell petrol station and the property neighbouring to the south is a childcare facility. To the west of the Land are dwellings and on the other side of Portrush Road, to the east, are more dwellings.

4. Portrush Road also separates the Land from the residential properties on the other side of Portrush Road, and therefore also physically separates this portion of the General Neighbourhood Zone from the remainder of that zone to the east of the Land.

5. The land uses in this locality are consistent with the variable zoning. Further to the north along Portrush Road there are several other businesses including a car service and repair centre, St Joseph's Catholic School and associated OSHC/vacation care facility, and other consultancy businesses.

6. Further to the south down Portrush Road, there is a physiotherapist clinic and a small shopping complex (comprising an allied health clinic, takeaway food shop and other consultancy businesses).

7. The Council asserts that the proposed warehouse land use is not appropriate in this context and having regard to the relevant provisions of the Code. In particular, the Council's view is that the proposal:

   (a) does not complement surrounding residential development nor support an active, convenient and walkable neighbourhood;

   (b) is not "small scale"; and

   (c) does not improve community access to services.

8. In our view, this preliminary assessment fails to consider the surrounding zoning and on-ground reality surrounding the proposal, both of which are necessary considerations in the course of a planning assessment.

Correct approach to assessment

9. The preliminary assessment of the proposal reflects a narrow application of the Code without properly considering the surrounding zoning and existing development in the locality, contrary to the principles set out by the Courts. In particular, the Code is a practical planning document and sets out objectives and principles rather than hard and fast rules having mandatory effect.[1] The policies are guidelines only and they are not intended to apply in a theoretical vacuum.[2]

10. In *Development Assessment Commission v A&V Contractors Pty Ltd*,[3] the Full Court of the Supreme Court stated that regard must be had to the particular factual circumstances of an application:

> *… planning authorities do not apply the objectives and principles of development plans in a vacuum. First, as I earlier observed, there will often be tension between those objectives and principles. Most of the objectives and principles, as a matter of construction, apply as general rules and not as inviolable prescriptions; they are guidelines within which an expert planning judgment must be made. Most obviously, the particular factual circumstances of a proposed development will inform that planning judgment, and, in particular, affect which of the principles and objectives will predominate.*[4]
>
> (our emphasis)

11. These principles were also applied by Justice Hughes in *Rymill Park Apartments Pty Ltd v Rymill House Foundation Pty Ltd & Anor* to the Code (again with our emphasis):

> *the task is not a mechanical assessment of a development, seriatim, against each performance outcome without consideration of other overlapping or competing performance outcomes. Rather, it remains for the decision-maker an iterative weighing and balancing exercise guided by the Code*.[5]

[1] *St Ann's College v Corporation of the City of Adelaide & Renton* (1999) SASC 479.
[2] *Alexandrina Council v Strath Hub Pty Ltd* [2003] SASC 382 at [35]; *Courtney Hill Pty Ltd v SAPC* (1990) 59 SASR 259; *South Australian Housing Trust v Development Assessment Commission and Corporation of the City of Marion* (1994) 63 SASR 35.
[3] [2011] SASCFC 21.
[4] Ibid at [77].
[5] *Rymill Park Apartments Pty Ltd v Rymill House Foundation Pty Ltd & Anor* [2023] SASC 107 at [68].

12. Specifically, the following principles of planning assessment provide rules about the interpretation and application of the Code: [6]

    (a) Desired Outcomes (**DOs**) are not separate planning policies, but rather, they inform the consideration of the relevant Performance Outcomes (**PO**) in a planning assessment;

    (b) Designated Performance Features (**DPFs**) are a guide to what is generally considered to satisfy the corresponding PO. They are not 'requirements' and they do not, of themselves, determine compliance with the PO. If a DPF is not met, then the approach is to undertake a planning assessment against the relevant PO; and

    (c) as Technical and Numeric Variations (**TNVs**) appear in DPFs, they are merely part of the guidance provided for compliance with the DPF and are not strict requirements.

13. Further, the case law has made it abundantly clear that the amenity of land located on the boundary of a zone is very different to that which is located in the heart of the same zone. In *Papadopoulos v Corporation of the City of Woodville,*[7] , the Supreme Court said:

> *… it must be remembered that zone boundaries are only lines on a map, and the residential integrity of a residential zone at its perimeter might be very different from its residential integrity elsewhere. Lines on a map cannot prevent noise or smoke or smells or the visual or other impact of non-residential development from escaping across the boundary between a non-residential and a residential zone…*
>
> (our emphasis)

14. Further, in *Lanzilli Holdings v City of Campbelltown,*[8] , the Supreme Court said:

> *… the amenity of the locality ... has to be judged by reference to the locality as a whole, and not by reference only to the houses located closest to the Industrial Zone … the amenity of such a locality is not to be measured by the standards appropriate to a solely residential zone, and the amenity and convenience of those who choose to live on the very boundary of the Light Industrial Zone ought not necessarily to be regarded as the appropriate standard of amenity and convenience for the locality as a whole…*
>
> (our emphasis)

15. The particular circumstances of a site are important to consider as it may mean that a site is less suited to a particular type of development and better suited to another. In *McMillan v City of Salisbury* Justice Jacobs observed that:[9]

> *The characteristics of a "zone" are not necessarily the same throughout its whole area and the achievement of the objectives of a zone may simply not be possible, not only by reason of existing non-conforming uses, but by reason of the geographical relationship of the zone to other zones.*
>
> (our emphasis)

16. In *Jury v Campbelltown & Ors*,[10] the ERD Court considered a proposed establishment of service trade premises within a residential zone. The subject land was located on the periphery of the Residential Zone, with Local Commercial zoning to the north and south, Light Industry to the west, and with a frontage to heavily-trafficked roads. The Court considered whether the proposed development was acceptable from first-principles, making the following comments about the particular circumstances of the land:

> *Were the subject land to be assessed for its suitability for the proposed use, without any knowledge of the position of zone boundaries, its location on a major arterial road, and the context created by*

[6] *Adelaide Hills Council Assessment Manager v Parkins & Anor* [2023] SASCA 66 at [104], [119] and [133]-[135].
[7] (1985) 39 SASR 569 at 577.
[8] (1982) 38 SASR 81 at 85.
[9] *McMillan v City of Salisbury & Anor* (1990) 69 LGRA 359 at 364-365.
[10] [2005] SAERDC 113.

> *commercial development to the north, south and west, would suggest the site was highly suitable for that use, and not well-suited to residential use. Conversely, the amenity of occupants of any residential development on the subject land is likely to be substantially compromised by the latter's physical and land use context.*[11]
>
> (our emphasis)

17. It is clear that the geographical location, size of the site, surrounding land uses and zoning are all factors that must be considered when assessing the proposed development against the relevant provisions of the Code.

18. This site faces a major arterial road, is wedged between two non-residential land uses in a locality predominantly populated by non-residential uses. The only residential uses to speak of are behind (west) of the allotments fronting Portrush Road. This site is, on basis first principles, hardly suited to residential development and ideally suited to a more benign form of commercial use such as is proposed.

Relevant provisions of the Code

19. DO 1 of the General Neighbourhood Zone envisages:

> *Low-rise, low and medium-density housing that supports a range of needs and lifestyles located within easy reach of services and facilities. Employment and community service uses contribute to making the neighbourhood a convenient place to live without compromising residential amenity.*

20. The performance outcomes within this Zone must necessarily be interpreted in this light. The relevant land use policies within the General Neighbourhood Zone are PO 1.1, 1.2 and 1.4.

Proposal supports an active, convenient and walkable neighbourhood

21. PO 1.1 is not to be applied in isolation as addressed elsewhere in this letter. However, even when just looking at the text of that policy on its own, the proposal satisfies the textual test. PO 1.1 states:

> *Predominantly residential development with complementary non-residential uses that support an active, convenient, and walkable neighbourhood.*

22. Corresponding DPF 1.1 indicates a range of envisaged land uses. Although a warehouse use is not included on this list, that alone is not determinative of whether the proposed warehouse is appropriate in the circumstances.

23. Firstly, the policy does not prescribe an exhaustive list of suitable land uses. The word "predominantly" makes that clear.

24. Secondly, the term "complementary" in PO 1.1 has a broad meaning. It can mean a land use which will have some functional relationship with, and service the needs of, occupiers of nearby residences.[12] It can also extend to a use which would suit or go well with land uses nearby[13]. As the Supreme Court has said on the issue -

> "*Whilst in ordinary usage, "complement" may more frequently be used to connote that which enhances, there is significant difficulty with applying that definition to the use of the word in the Code. That difficulty arises because of the evident object of the PDI and Code to authorise change to a locality in an incremental fashion to reflect the wishes and needs of the community. To attach a meaning to "complement" as sought by the appellant, namely that development must be enhancing of the locality's amenity or character to be compliant with particular provisions of the Code, would be to relegate the class of proposals that is neutral to amenity or character to the scrapheap. It would place*

[11] Ibid at [33].
[12] *Jahk Enterprises Pty Ltd ATF Jahk Trust v Assessment Panel of the Corporation of the City of Campbelltown* [2023] SAERDC 6 at [84].
[13] *City of Salisbury Assessment Panel v Development Holdings Pty Ltd* [2024] SASC 92 At [38] and [70]-[73].

> *upon individual developers to bear the responsibility of enhancing a locality. Such a responsibility is nowhere evident in the objects of the Act or in the provisions of the Code*." (our underlining)

25. The proposal clearly goes well with the range of land uses in the locality, including residential uses to the west. It is a far more congruent land use in that location than a dwelling given the main road frontage, the adjoining commercial uses and the fact that all other residential land uses are to the west.

26. PO 1.1 is satisfied.

Proposal located and designed to improve community accessibility

27. PO 1.2 envisages:

> *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*
>
> *…*

28. *Jahk* further states that the concept of "scale" in the context of PO 1.2(a) "*refers to an assessment of its intensity - that is, its operational capacity*."[14] This is further evidenced by the fact that the policy relates to "land use and intensity" and not built form within the General Neighbourhood Zone. The assessment of PO 1.2 plainly has nothing to do with gross leasable floor area.

29. The proposed warehouse is intended to operate during hours that are appropriate for the locality. The warehouse tenancies will provide needed warehouse space to service the community by servicing nearby operational businesses.

30. In this respect, the scale of the warehouse can be considered small scale particularly by comparison to the hours of operation and nature of the activities undertaken at the adjacent Shell petrol station and childcare.

31. PO 1.2 is satisfied.

Proposal maintains residential amenity

32. PO 1.4 states:

> *Commercial activities improve community access to services [sic] are of a scale and type to maintain residential amenity.*

33. This PO "*is directed to the consideration of impacts having regard to the amenity presently enjoyed by residents*."[15] The proposed warehouse tenancies will maintain the amenity of the residential land to the west, if not improving it by greater noise shielding from the road noise of Portrush Road.

34. In this instance, the amenity of the residential dwellings to the west of the Land is already impacted by the presence of the Shell petrol station and the childcare alongside other businesses on that side of Portrush Road. To the east of the Land, the residential dwellings are similarly impacted already by the nature of Portrush Road as a busy arterial road and other businesses located on that side of Portrush Road.

35. The impact of the proposed warehouse tenancies on existing residential dwellings will be minimal, if anything at all, having regard to this context.

36. PO 1.4 is satisfied.

[14] Ibid at [95].
[15] Ibid at [111]

Otherwise appropriate to depart from the Code

37. Even if the Council is not satisfied that POs 1.1, 1.2 and 1.4 of the General Neighbourhood Zone are satisfied, the circumstances of the proposal warrant consent.

38. In *Town of Gawler v Impact Investments Corporation Pty Ltd,*[16] the Full Court of the Supreme Court set out the following factors which form a guide for determining whether a proposal's departure from the strict wording of the Code is justified:

> 1. *The language of the principle or principles concerned – whether it is direct or contemplates some flexibility in approach;*
>
> …
>
> 3. *The evident purpose and objective of the policy expressed in the principle or principles concerned;*
> 4. *The significance of the policy to this particular Development. The clearer the policy in its application to a particular development, the more compelling the reasons for departing from the policy will need to be;*
> 5. *Where the policy contemplates possible degrees of compliance, the extent of the Development's compliance with the policy;*
> 6. *Consistency of the Development with other objectives and purposes of the Zone;*
> 7. *Whether there is something unusual about the Development or the land on which it is to take place which makes the policy inapplicable or inappropriate;*
>
> …
>
> 9. *The probable effect of non-compliance with the policy on the planning objectives of the Zone; and*
> 10. *Whether non-compliance with the policy in this case is likely to encourage other non-complying developments in the Zone.*[17]

39. There are some provisions within the Code that are more direct than others, but the land use provisions within the General Neighbourhood Zone contemplate flexibility in approach. This is of course necessary to facilitate consideration of the on-ground reality and surrounding circumstances of a proposal.

40. The General Neighbourhood plainly envisages non-residential development, so long as it is in a manner which does not compromise existing residential amenity. What will be impactful in this way is necessarily informed by the nature of the on-ground reality surrounding the Land.

41. In this instance, the impact of the proposed warehouse tenancies will be minimal, if anything at all, having regard to the existing businesses and operations within the locality and the proximity of Portrush Road. The nature of the amenity currently enjoyed by surrounding residential dwellings in this locality is already at a lower level than that which might be experienced in a heavily residential area which is some distance from busy arterial roads.

42. Further the zoning of the Land and that which is in the immediate locality is particularly unique and warrants due consideration. There is plainly no set pattern of development here as a result of the patched zoning under the Code. This is not to say that such zoning was not intentional, but the nature and effect of this zoning is a necessary consideration in the course of assessing the proposal.

43. In the circumstances, and having regard to the factors set out in *Impact Investments*, the proposed use of the Land is wholly appropriate here and warrants the grant of planning consent.

[16] [2007] SASC 326.
[17] Ibid at [81]. See also *Yuile & Anor v The City of Unley & Anor* [2009] SAERDC 55 at [32].

Conclusion

In all the circumstances, the proposed warehouse use of the Land is wholly appropriate. The relevant land use provisions of the General Neighbourhood Zone are satisfied.

The circumstances of the zoning of the Land and its immediate locality, alongside existing developments within that locality creates a unique context for the proposal which cannot simply be overlooked.

Please do not hesitate to contact me if you have any queries.

Yours faithfully





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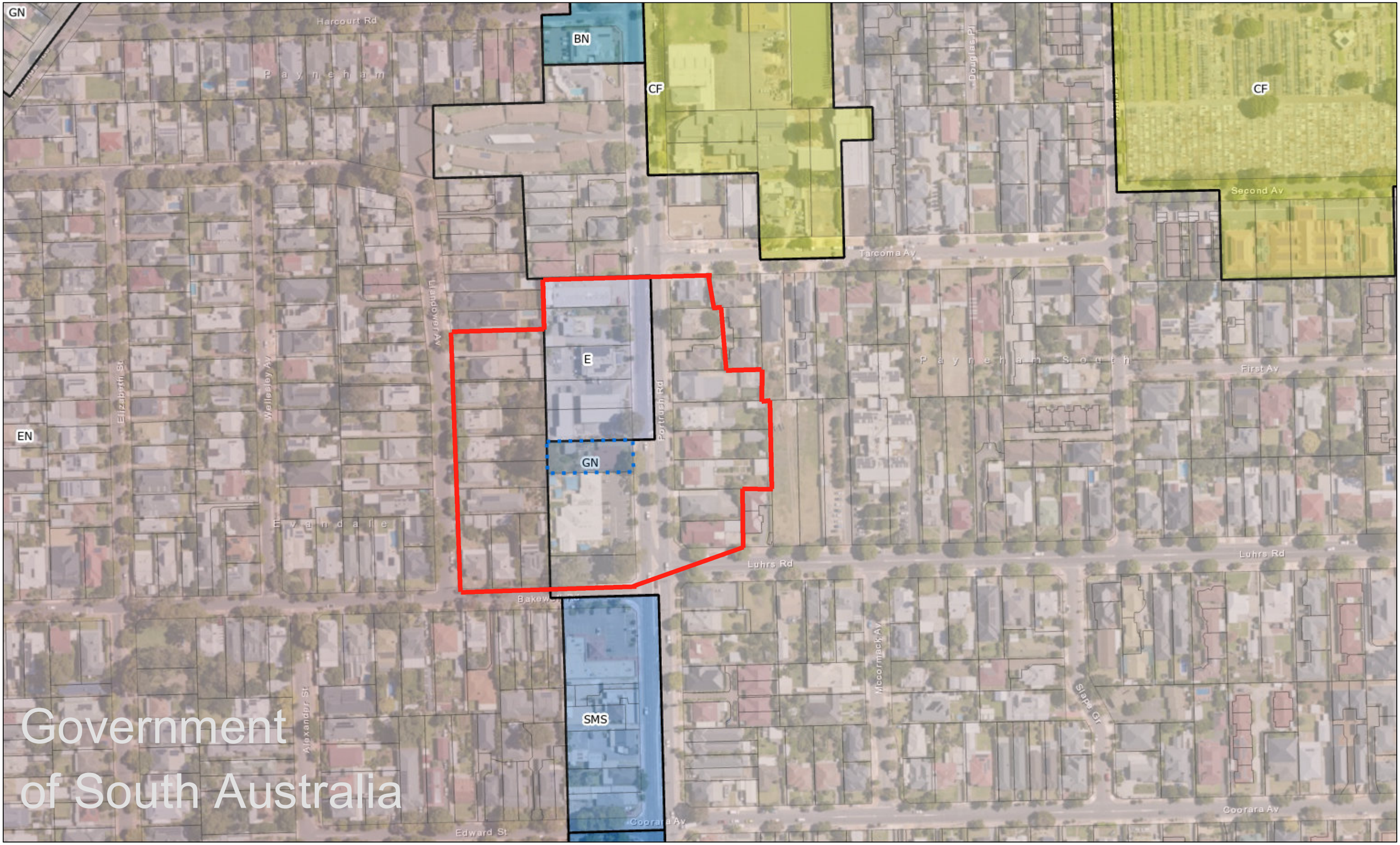
SAPPA Report

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

Attachment 2

Date created: March 30, 2026

Government of South Australia
Department for Housing and Urban Development



Disclaimer: The information provided above, is not represented to be accurate, current or complete at the time of printing this report. The Government of South Australia accepts no liability for the use of this data, or any reliance placed on it.

Details of Representations

Attachment 3

Application Summary

Application ID	25030684
Proposal	Construction of a single building comprising two warehouse tenancies
Location	93 PORTRUSH RD EVANDALE SA 5069

Representations

Representor 1 - Timothy Lewis

Name	Timothy Lewis
Address	
Submission Date	19/02/2026 11:28 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

Reasons
A positive step for the area and a logical outcome. The development is compatible with the the arterial corridor in all aspects. It will provide local employment and small business opportunities in the area, which I greatly support and are frankly overdue in some sections of this corridor.

Attached Documents

Representor 2 - Bella Simpson

Name	Bella Simpson
Address	
Submission Date	24/02/2026 12:29 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
Reasons I think this would enhance the general area and make use of the location well.	

Attached Documents

Representations

Attachment 3

Representor 3 - Will Shaw

Name	Will Shaw
Address	
Submission Date	24/02/2026 02:23 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I support the development

Reasons
This proposal represents a clear improvement over the existing detached dwelling on the land and is an appropriate response to the site's context. The site is constrained by its location on a high-traffic arterial road and by its immediate interface with established non-residential premises on both sides. In that context, employment-generating warehouse uses are a pragmatic and compatible land use outcome. Importantly, the development resolves an existing traffic safety concern by eliminating vehicle reversing movements onto Portrush Road, particularly adjacent to the service station access, thereby reducing conflict and improving the safety and efficiency of the local road network.

Attached Documents

Representor 4 - Simon Hatch

Name	Simon Hatch
Address	
Submission Date	25/02/2026 10:39 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

Reasons
It should be granted, this area is in close proximity to the city and Norwood. A lot of small businesses will benefit from more condensed living and Portrush road is a very busy road so noise/traffic already takes away any concerns of noise. Additionally these types of bigger developments are being done now on paynhem road joslin/st peters area so this makes a lot of sense.

Attached Documents

Attachment 4

Referral Snapshot

Development Application number:
25030684

Consent:
Planning Consent

Relevant authority:
Assessment Panel at City of Norwood, Payneham and St. Peters

Consent type for distribution:

Referral body:
Commissioner of Highways

Response type:
Schedule 9 (3)(7) Development Affecting Transport Routes and Corridors

Referral type:
Direction

Response date:
18 Dec 2025

Advice:
With comments, conditions and/or notes

Condition 1
All access to/from the development shall be gained in accordance with the plan titled, Preliminary Figure and dated 26.11.25. Access shall be restricted to left in and left out only.

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

Condition 3

The largest vehicle permitted on-site shall be restricted to a 6.4m Small Rigid Vehicle (SRV).

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

Condition 5
Any infrastructure within the road reserve that is demolished, altered, removed or damaged during the construction of the project shall be reinstated to the satisfaction of the relevant asset owner, with all costs being borne by the applicant.

Condition 6
The side entry pit adjacent to the access shall be modified and relocated to accommodate the access point and this will likely require the existing pit to be converted to a blind junction box with concrete benching inside the pit to reduce the likelihood of blockage. The applicant shall contact DIT (Dean Nobbs Dean.Nobbs@sa.gov.au 0422 150 775) for detailed design advice prior to any modifications, with all costs associated with these works being borne by the applicant.

Advisory Note 1
In the event that traffic flows on the abutting roads are impacted during construction of the development the applicant shall notify DIT's Traffic Management Centre (TMC) – Roadworks on 1800 434 058 or email dit.roadworks@sa.gov.au to gain approval for any road works, or the implementation of a traffic management plan.

City of Norwood Payneham & St Peters

File Note

Date	6 November 2025	**File Number**	
Subject	Development Application 25030684, Arb. Impact Assessment		

Hi Ned

Regarding the development of 93 Portrush Road, Evandale.

Tree 1.

A VTA and Arb. Impact Assessment has been uploaded to the PlanSA portal separately regarding the significant Council street tree in front of this address.

Tree 2.

A very large tree is located on the adjoining property to the rear (west), approximately 1.6 metres from the shared boundary. The tree is a tall, healthy specimen that contributes significantly to the landscape character of the area.

The proposed warehouse structure on the subject site will be situated approximately 9.5 metres from this tree, representing no unacceptable encroachment into its NRZ.

The tree occupies a spacious rear yard at 49 Llandower Avenue, with an appropriate offset from the proposed development. The extent of encroachment associated with the warehouse is considered minor and is unlikely to result in any adverse impact on the tree's health or stability. However, the following conditions are recommended to ensure adequate protection during construction:

1. All construction activities must avoid the area between the proposed timber decking and the rear boundary, in accordance with *AS 4970 – Protection of Trees on Development Sites*.
2. During the construction of the proposed timber decking, all post holes within the NRZ must be hand-dug. Any roots encountered during excavation should be carefully exposed and, if necessary, cleanly pruned using sharp, tree-specific pruning tools to avoid tearing or frayed edges.
3. To further safeguard the tree, a Tree Protection Zone should be established extending 5 metres from the tree within the subject property (93 Portrush Road), running the full width of the property in an east–west orientation. This area should be fenced and clearly signposted for the duration of construction to prevent disturbance.

Tree 2 is shown in the below image.

Please let me know if you have any questions.

Kind regards
Matt



Attachment 5

Date of Inspection & Staff:	Matthew Cole, City Arborist
Customer / CRM / Concerns:	DA: 25030684 seeks to develop and change use of the property
Address / Location:	93 Portrush Road, Evandale

Tree No.	Genus	Species	Common Name	Height	Spread	Trunk Circumference
1	*Angophora*	*costata*	smooth barked apple	10m+	10m+	2.01m @ 1m

Age Class	Mature
Health	Good
Structure	Good
Shape & Form	Good
Quantified Tree Risk Assessment	Broadly Acceptable
Legislative Controls	Significant Tree
Recommendation	Retain
No. & Replacement Species	*N/A*



Tree form and condition

The Council street tree is a large, healthy specimen, positioned in the typical location for a street tree along Portrush Road. Despite the challenging urban growing environment, the tree has established exceptionally well and now presents as a Significant Tree with substantial amenity value. The tree is single-stemmed, with first-order primary branches providing appropriate clearance over both the roadway and footpath. The branching structure is well arranged, with well-attached limbs displaying good taper and a balanced canopy form. Foliage is dense, evenly distributed, and exhibits a healthy colour, all indicative of good overall tree health. At the time of inspection, there were no observable structural faults, defects, or conditions requiring arboricultural intervention. A high-quality specimen in excellent condition, contributing greatly to the streetscape and local amenity.



Tree Location

The street tree is located within a fully paved footpath, with the paving configured to accommodate a small tree pit of open soil slightly larger than the tree's stem diameter. The tree is positioned approximately 2.2m from the adjoining property boundary, which is defined by a low stone masonry fence likely constructed atop a concrete footing of approximately 200mm depth. It is highly probable that tree roots have extended beneath this structure, traversing the property boundary to utilise the adjacent garden area as a source of moisture and nutrients. This access to additional rooting space has likely contributed to the tree's excellent health and vigour.

The tree is situated in close proximity to a public bus stop, providing shade to the bus shelter and contributing positively to the amenity of the streetscape. The dwelling on the adjacent property is approximately 10m from the tree and has neither impeded the tree's growth nor been adversely affected by it.

Development Impact Assessment

The subject tree has an SRZ radius of approximately 2.85m, which extends into the adjoining property by around 600mm. The NRZ radius is calculated at 7.44m, extending approximately 4.59m into the property. On this basis, the tree will be subject to impacts as a result of the proposed development.

The design drawings indicate the retention of the existing low stone masonry wall at the property boundary, together with the inclusion of a narrow 2m garden bed strip it effectively negates the need for any constrcution activity within the SRZ, thereby protecting the tree's critical structural roots. Retaining the wall and establishing the garden bed will play a substantial role in ensuring the Significant Tree remains healthy and is not adversely affected by the proposed development.

A portion of the tree's NRZ is proposed to be developed as new car parking to service the warehouse. The encroachment into the NRZ does not exceed 20%, and is therefore considered acceptable under the relevant Australian Standard. Given the tree species' demonstrated tolerance to limited root disturbance, the proposed development will not have an undue or long-term adverse impact on the tree's health or stability, subject to the following conditions.

-There is to be no further encroachment into the NRZ beyond the area shown for car parking on the approved plans. Any additional activity within this zone that may be considered a construction action A*S 4970:2025 Section 4.2 – Activities Generally Excluded from the TPZ* is not permitted.

-All underground and above-ground services must be routed to avoid the NRZ.

-The proposed garden bed to be established along the inside of the retained stone to be irrigated to support the significant trees ongoing root health and soil moisture.

-Where grade lowering is required to establish the new car park, any exposed tree roots must be carefully uncovered using non-invasive techniques and pruned only where necessary with clean, sharp, tree-pruning-specific equipment.



5.2 DEVELOPMENT NUMBER – ID 25036810 - BYLD PTY LTD - 263 - 277 PAYNEHAM ROAD ROYSTON PARK SA 5070

DEVELOPMENT NO.:	25036810
APPLICANT:	Byld Pty Ltd
ADDRESS:	263 -277 PAYNEHAM RD ROYSTON PARK SA 5070
NATURE OF DEVELOPMENT:	Variation to DA 23020223 comprising: - a reduction in the ground floor area - a reduction in the ground floor tenancies to one (1) restaurant and two (2) offices - an increase in the number of dwellings from 18 to 21 - removal of the basement car park - alterations to the at-grade car parking area and Payneham Road access point, including the construction of a three-tier car stacker system (outbuilding)
ZONING INFORMATION:	**Zones:** • Suburban Main Street **Overlays:** • Airport Building Heights (Regulated) • Advertising Near Signalised Intersections • 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:	2 Dec 2025
RELEVANT AUTHORITY:	Assessment Panel at City of Norwood Payneham & St. Peters
PLANNING & DESIGN CODE VERSION:	P&D Code (in effect) Version 2025.20 23/10/2025
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	Yes
RECOMMENDING OFFICER:	Kieran Fairbrother, Senior Urban Planner
REFERRALS STATUTORY:	Commissioner of Highways
REFERRALS NON-STATUTORY:	Rebecca Van Der Pennen

CONTENTS:

APPENDIX 1:	**Relevant P&D Code Policies**	**ATTACHMENT 5:**	**Representation Map**
ATTACHMENT 1:	**Application Documents**	**ATTACHMENT 6:**	**Representations**
ATTACHMENT 2:	**Existing Approval Documents**	**ATTACHMENT 7:**	**Response to Representations**
ATTACHMENT 3:	**Subject Land Map**	**ATTACHMENT 8:**	**Prescribed Body Responses**
ATTACHMENT 4:	**Zoning Map**	**ATTACHMENT 9:**	**Internal Referral Advice**
		ATTACHMENT 10:	**Applicant's Responses**

BACKGROUND:

At its meeting of 19 August 2024, the Council Assessment Panel refused to grant planning consent to Development Application 23020223 for the "Construction of a four-storey mixed use development comprising a restaurant, shops and offices at ground level, eighteen (18) dwellings across levels 2, 3 and 4, basement and ground level car parking, together with associated landscaping and rooftop plant".

The Applicant subsequently lodged an appeal against that decision through the ERD Court, and at its meeting on 18 December 2024, the Council Assessment Panel considered a compromise proposal put forward by the Applicant as part of the appeal proceedings. The Panel resolved to accept the compromise proposal and the ERD Court subsequently issued Orders granting planning consent to Development Application 23020223 on 23 December 2024. That Order is contained in **Attachment 2**.

The Applicant now seeks to amend that proposal as described in the Nature of Development above.

SUBJECT LAND & LOCALITY:

Site Description:

Location reference: 263 -277 PAYNEHAM RD ROYSTON PARK SA 5070
Title ref.: CT 5863/464 **Plan Parcel:** F135935 AL84 **Council:** THE CITY OF NORWOOD PAYNEHAM AND ST PETERS

Location reference: 263 -277 PAYNEHAM RD ROYSTON PARK SA 5070
Title ref.: CT 5676/117 **Plan Parcel:** F135934 AL83 **Council:** THE CITY OF NORWOOD PAYNEHAM AND ST PETERS

Shape:	regular
Frontage width:	approx. 47.24m to Payneham Road and approx. 42.67m to Lambert Road
Area:	approx. 2004m^2
Topography:	relatively flat from south to north, with a slight fall from east to west of approx. 800-1000mm across the site
Existing Structures:	a single storey building containing several shop tenancies and associated advertising, and temporary fencing around the boundaries of the site
Existing Vegetation:	nil, except for weeds in hardstand areas

Locality

The locality chosen for this assessment is demonstrated in **Attachment 3**. It includes the sites fronting Payneham Road for a length of approximately 100m either side of the subject land, as well as the southeastern side of First Avenue extending for a similar distance and the section of Lambert Road between Payneham Road and First Avenue.

This locality includes a mix of land uses and building types. Directly southwest of the subject land is a three-storey aged care facility that dominates the built form landscape of this section of Payneham Road, being approximately 130m in width. Opposite the aged care facility are some two-storey residential flat buildings and a large single storey commercial building currently containing a bulky goods outlet and offices. Northeast of the subject land, along Payneham Road, are a mix of offices, shops, consulting rooms and dwellings up to two levels. Conversely, the sections of Lambert Road and First Avenue that are contained within this locality are comprised of single storey dwellings within an Historic Area Overlay, the majority of which are Representative Buildings (as shown in **Attachment 4**).

Payneham Road does not currently enjoy a high level of amenity, characterised by a diverse range of uses in older buildings, minimal and infrequent street tree plantings, numerous crossovers and hardstand areas and heavy volumes of traffic. The existing building on the subject land contributes to this low level of amenity and pedestrian activity. Lambert Road and First Avenue, however, enjoy a higher level of amenity. This section of Lambert Road serves as the thoroughfare between Payneham Road and

'The Avenues' but maintains frequent and mature street tree plantings that provide shade and promote pedestrian activity, as does First Avenue.

CONSENT TYPE REQUIRED:

Planning Consent

CATEGORY OF DEVELOPMENT:

- **PER ELEMENT:**
  Outbuilding: Code Assessed - Performance Assessed
  Shop: Code Assessed - Performance Assessed
  Dwelling: Code Assessed - Performance Assessed
  Office: Code Assessed - Performance Assessed

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

- **REASON**
  P&D Code

PUBLIC NOTIFICATION

- **REASON**
  The development involves a building that exceeds the maximum building height TNV of two storeys expressed in DPF 3.1 of the Zone

- **LIST OF REPRESENTATIONS**

First Name	Family Name	Address	Position	Wishes to be heard?
Fran	E		Opposed	No
Yimin	Hu		Opposed	No
Martin	Godfrey		Support, with concerns	No
Adriana	Moretta		Opposed	Yes
Simon	Moretta		Support, with concerns	Yes
David	Brown		Opposed	No

- **SUMMARY**

Concerns raised by the six representors include:

- A lack of tree plantings on the site
- Overshadowing caused by the development
- An increase in traffic volumes and parking demand
- Sightlines for vehicles exiting onto Lambert Road are inadequate
- Vehicles turning right into the site from Payneham Road may cause a traffic hazard
- Overlooking into neighbouring properties
- Noise from the car stacker system; and
- That the car stacker system will not be fully utilised because of a lack of convenience and functionality.

AGENCY REFERRALS

- Commissioner of Highways

The Commissioner of Highways is supportive of the variation application, including the proposed right-hand turns from Payneham Road into the site.

INTERNAL REFERRALS

- Rebecca Van Der Pennen, Senior Traffic Engineer

Following the supply of additional information that was requested, Council's Senior Traffic Engineer is supportive of the proposal also, including all traffic movements and the use of the three-tier car stacker system in lieu of the basement.

- East Waste (Waste Management)

East Waste are not opposed to providing waste collection for this development, subject to a Non-Standard Waste Agreement being agreed to and executed between the relevant parties. What is important is that on-site waste collection remains feasible, whether this is done by East Waste of a private contractor engaged by the Body Corporate.

- Tonkin (Stormwater Management Plan)

Tonkin is satisfied the stormwater management plan is suitable for the development, with post-development flows appropriately being restricted to suitable pre-development discharge rates.

PLANNING ASSESSMENT

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

Land Use

This application seeks to reduce the number of ground level commercial tenancies from one restaurant, three shops and three offices to one restaurant and two offices. Consequently, the gross leasable floor area attributed to the three tenancies now totals 555m^2 – a reduction of 30% from 792m^2 per the original approval.

Desired Outcome 1 of the Suburban Main Street Zone seeks:

> *"A mix of land uses including retail, office, commercial, community, civic and medium density residential development that supports the local area."*

Performance Outcome 1.1 of the Suburban Main Street Zone states:

> *"Retail, office, entertainment and recreation uses are supplemented by other businesses that provide a range of goods and services to the local community."*

Performance Outcome 1.2 of the Suburban Main Street Zone states:

> *"Land uses promote movement and activity during daylight and evening hours, including restaurants, educational, community and cultural facilities, and accommodation for visitors and residents."*

Performance Outcome 1.3 of the Suburban Main Street Zone states:

> *"Ground floor uses contribute to an active and vibrant main street."*

The proposed development will continue to satisfy these Performance Outcomes despite the reduction in tenancies and floor area. Each tenancy maintains pedestrian access from Payneham Road and will suitably address the main street as desired by these provisions. Notably, the second and third tenancies

will retain multiple entrance doors to Payneham Road, which will facilitate an efficient addition of tenancies in the future should the need arise, consistent with Performance Outcome 1.7 of the Zone, which states:

> *"Changes in the use of land encourage the efficient reuse of commercial premises to maintain and enhance vibrancy within activity centres."*

Building Height & Setbacks

The overall height of the building remains as a four-storey building, but it has reduced in height by 1 metre. The building footprint and its siting relative the boundaries of the site have changed, as discussed below.

Performance Outcome 2.1 of the Suburban Main Street Zone states:

> *"Buildings sensitively frame the main street and public spaces and provide overall visual relief from building height and mass."*

The corresponding Designated Performance Feature suggests that one way of achieving this Performance Outcome could be to include a clearly defined podium level within the building design, setting back all subsequent levels at least 2m from the building line.

The building maintains a zero setback to the Payneham Road frontage, thereby continuing to frame main street in a positive manner conducive to an active main street. The second, third and fourth levels, however, have been brought closer to the Payneham Road boundary. Specifically, the front setback for these levels has reduced from 7.3m to 5.8m – a reduction of 1.5m.

The setback to the Lambert Road boundary is also sought to be amended. The existing approval involves a 2m setback to the upper-level balconies and a further 2.5m setback to the building line (i.e. 4.5m setback to the building line). This application seeks to remove all balconies along this elevation and slightly reduce the setback to the building wall to 4.16m. In the context of Performance Outcome 2.1 above, the reduction in setbacks is not considered to be at odds with this provision. (The removal of the balconies is considered in the "Design & Appearance" section of this report, below).

The setback provided to the eastern side boundary has increased from 4.2m to 7.55m which will provide a better sense of separation between this building and the single storey building next door.

Performance Outcome 3.6 of the Suburban Main Street Zone states:

> *"Buildings that are set back from rear boundaries (other than street boundaries) minimise impacts on neighbouring properties, including access to natural light and ventilation."*

The rear setback has increased from 10.5m to 13.75m as a result of the variation, which reduces the visual impact for occupants of the dwelling to the north (representors 4 and 5) which is a positive outcome notwithstanding the acceptability of the existing approved setback.

Design & Appearance

Performance Outcome 3.4 of the Suburban Main Street Zone states:

> *"Buildings with no setbacks from road boundaries achieve a continuity of street façade to the main street, but with sections of building set back to create outdoor dining areas, visually interesting building entrances and intimate, active spaces."*

Performance Outcome 2.5 of the Suburban Main Street Zone states:

> *"Buildings create visual interest, promote an active interface with the main street frontage and maximise passive surveillance."*

Performance Outcome 12.2 of the Design in Urban Areas module states:

> *"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."*

The design of the building as it presents to Payneham Road is largely unchanged from that already approved and is still considered to present to the main street in a manner consistent with these Performance Outcomes. Notably:

- the ground level ceiling height has reduced from 3.3m to 3.0m;
- consequently, the canopy height has reduced from 3.3m to 3.0m (above footpath level);
- the balustrade for the first-floor apartments (podium level) has changed from precast concrete to face bricks of a light colour, which will provide a positive change in material across the building façade.

Performance Outcome 12.3 of the Design in Urban Areas module states:

> *"Buildings are designed to reduce visual mass by breaking up building elevations into distinct elements."*

Performance outcome 12.6 of the Design in Urban Areas module states:

> *"Street-facing building elevations are designed to provide attractive, high quality and pedestrian-friendly street frontages."*

One key design change with the variation application is the removal of all balconies from the upper three levels facing Lambert Road. The existing approval includes 2.5m deep balconies for all six apartments along the Lambert Road elevation, which were designed to present as a mix of open balustrades, floor-to-ceiling aluminium battens and planter boxes, with shadowing provided by the deep balconies and overhead canopies.

Now, the variation seeks to remove all of these balconies and instead construct a three-storey pre-cast concrete wall with several window openings, each of which will have a 300mm wide shroud on the left side (presumably for some shading but which will add some visual interest). This change is considered to be detrimental to the appropriateness of this development because the result is a large, three-level monochromatic elevation. The windows to do break up the large expanse of concrete created by this design, but this is not considered sufficient to reduce the visual mass of the development or provide an attractive, high quality street frontage. Accordingly, the proposal is considered to be at odds with Performance Outcomes 12.3 and 12.6 of the Design in Urban Areas module in respect of the Lambert Road elevation.

Performance Outcome 3.1 of the Design in Urban Areas module 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 varied proposal also involves a slight reduction in ground level soft landscaping, predominantly within the car parking area. Along both road frontages, and specifically on either side of the access points, landscaping strips will continue to be provided that support a good level of planting akin to that of the existing approval. Thus, from a streetscape perspective (criterion (d)) the proposal remains relatively unchanged. Accordingly, the above Performance Outcome is not considered to be offended by the removal of soft landscaping within the carpark.

Through negotiation with the Applicant, planter boxes have been reinstated to the balconies of the apartments (which were not included when this application was on public notification).

Performance Outcome 19.1 of the Design in Urban Areas module states:

> *"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."*

The variation application involves the construction of a three-tier car stacker system sited along the northern side of the site, which is essentially in the form of a freestanding building. The building is 4.5m tall – one tier is contained below ground level, one at ground level, and one above. The side and rear elevations of the building will be comprised of the same face brick used on the podium level of the four-

storey associated building. This is a durable, appropriate material that will complement both the associated building and the Lambert Road streetscape, consistent with this Performance Outcome.

Density, Dwelling Typology and Private Open Space

The existing approval includes 18 dwellings across the three upper levels of the building, comprised of 12 three-bedroom apartments and 6 two-bedroom apartments. One of the original reasons for refusal for this development was that the development failed to include a mix of bedroom numbers across the 18 dwellings; which was resolved on appeal through the introduction of the 6 two-bedroom apartments.

The variation now seeks to introduce three more apartment dwellings – taking the total number of dwellings to 21 – while also changing the dwelling mix to include 12 two-bedroom apartments and 9 three-bedroom apartments. This is still considered to satisfy Performance Outcome 29.1 of the Design in Urban Areas module, which states:

> *"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."*

With respect to density, the development was already producing a theoretically high residential density outcome. The addition of 3 more dwellings will hence increase this further. However, this increase in density does not alter the built form outcome of the development (i.e. the height, bulk or massing) and so the additional density will only be realised through additional traffic movements and an increase in parking demand. As discussed in the "Transport, Access and Parking" section of this report below, however, these increases are offset by the reduction of the commercial floor area and tenancy numbers, and the slight increase in density is therefore considered to be an acceptable outcome.

Performance Outcome 27.1 of the Design in Urban Areas module states:

> *"Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants."*

Table 1 of the Design in Urban Areas module suggests that, within a multi-level building:

- a three-bedroom dwelling should be provided with at least 15m^2 of private open space, with a minimum dimension of 2.6m; and
- a two-bedroom dwelling should be provided with at least 11m^2 of private open space, with a minimum dimension of 2.4m.

With respect to the existing approval, every apartment provided more than the minimum size private open space, with a few balconies being 200mm short of the 2.6m envisioned.

With respect to the variation application, the table below shows each dwelling's performance against these criteria. The numbers in red demonstrate a shortfall against the DPF criteria.

Building Level	Dwelling #	No. of Bedrooms	Form of Private Open Space	Total Private Open Space	Minimum Dimension
2	1	3	Partially covered roof terrace garden	134m^2	3.6m
	2	3	Partially covered roof terrace garden	99.5m^2	6.5m
	3	3	Partially covered roof terrace garden	73.5m^2	6.5m
	4	2	Balcony	9.8m^2	2.7m
	5	2	Balcony	13m^2	2.2m
	6	2	Balcony	13m^2	2.2m
	7	2	Balcony	9.8m^2	2.7m
3 & 4	1	3	Balcony	15m^2	0.9m

2	3	Balcony	19m²	0.9m
3	3	Balcony	14.5m²	0.9m
4	2	Balcony	9.8m²	2.7m
5	2	Balcony	13m²	2.2m
6	2	Balcony	13m²	2.2m
7	2	Balcony	9.8m²	2.7m

With regards to the two-bedroom apartments, each apartment is either 1.2m² short on the area provided or has a 200mm shortfall in the minimum dimension. In qualitative terms though, each of these apartments provides a suitable sized area of private open space consistent with Performance Outcome 27.1 (above).

With regards to the three-bedroom apartments on levels 3 and 4, apartment 3 is short in area by 0.5m², which is considered to be a minor shortfall. The minimum dimension expressed is taken from the long, thin, Juliette-style balcony provided between the street-facing bedrooms and the balustrade. Each dwelling will, however, have a wider balcony area with a minimum dimension of 2.3m and an area of at least 9m² that is capable of accommodating a dining table, for example, and be a more functional area of private open space as is envisaged by Performance Outcome 27.1.

Accordingly, despite some variances to the quantitative criteria expressed in Table 1 of the Design in Urban Areas module (i.e. DPF 27.1), on a more qualitative assessment each dwelling is considered to have sufficient, functional private open space to meet the needs of the future occupants.

Traffic Impact, Access and Parking

Performance Outcome 1.1 of the Urban Transport Routes Overlay states:

> *"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."*

Performance Outcome 3.1 of the Transport , Access and Parking module states:

> *"Safe and convenient access minimises impact or interruption on the operation of public roads."*

Performance Outcome 3.3 of the Transport, Access and Parking module states:

> *"Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use."*

Performance Outcome 3.8 of the Transport , Access and Parking module states:

> *"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."*

The existing approval includes access from Payneham Road into the site, from both directions of travel. This is not proposed to be changed by this variation application and so despite the concerns of Representor 3, vehicles entering the site from the westbound lane of Payneham Road is an already-approved occurrence. Nevertheless, the nature of movements through this access point is likely to be slightly different because the variation now seeks to widen this access point and including 90° parking spaces 6.2m from the Payneham Road boundary. Accordingly, the applicant was again referred to the Commissioner of Highways. The Commissioner of Highways expressed no concerns with these amendments and were equally supportive of the proposal in respect of access.

The existing approval also allowed waste trucks to enter the site from Lambert Road (an exit point for all other vehicles) because the building footprint prevented safe and convenient access from Payneham Road. This arrangement required a truck to undertake a three-point turn in the northeast corner of the site before exiting again via Lambert Road. Although supported, it is recognised that these movements are not the most convenient. The variation application now removes this need. Instead, *all* vehicles can (and will) enter from Payneham Road, travel through the site in one direction and exit to Lambert Road. This means that no vehicles will enter from Lambert Road and waste trucks will not need to complete a three-point turn within the site anymore, thereby better satisfying Performance Outcomes 3.1 and 3.8 above.

Performance Outcome 2.1 of the Transport, Access and Parking module states:

> *"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."*

The egress point to Lambert Road is not proposed to be altered by this variation application. However, a few of the development's features around this egress point have been varied, as highlighted by Representor 3. Specifically, a masonry wall is located along the southern side of the driveway, and a bike storage area and plantings are located on the northern side; both of which may impact vehicles sightlines during exit movements.

With respect to sightlines to the north, the bike storage area is 2.8m wide which will provide sufficient separation between a vehicle and the plantings in the garden bed adjacent such that sightlines are not considered to be unreasonably impacted in this direction. The Panel is also reminded that the street tree adjacent this egress point requires removal to facilitate access, and this was approved as part of the original development application (and the condition related to such remains valid and applicable).

As for the southern wall, the representor has made an observation as to the difference in levels along the site and therefore raises a valid question as to the true height of this wall. The elevation drawings show the wall being 1m in height, which is acceptable with respect to vehicle sightlines. Most notably, the civil plan provided in **Attachment 1** shows that this wall will have a top height of 49.00m AHD. The driveway paving at the interface with the Lambert Road footpath has a finished level of 48.20m AHD. Accordingly, the wall will be 800mm tall from the finished level of the driveway. This is low enough to provide adequate sightlines to the south for vehicles exiting the site.

This variation application seeks to remove the basement car park from the application altogether, instead providing a three-tier car stacker system (in the form of a large outbuilding) above ground along the northern boundary of the site.

Performance Outcome 6.7 of the Transport, Access and Parking module states:

> *"On-site visitor parking spaces are sited and designed to be accessible to all visitors at all times."*

The Applicant was asked to provide operational details for the car stacker system so that Council administration could be satisfied that the system could function as effectively as a typical car parking arrangement and without causing the unnecessary queuing of vehicles. Council's Senior Traffic Engineer is satisfied, based on the information provided by the Applicant in **Attachment 10**, that the car stacker system can function effectively and without compromising the functionality of the balance of the ground level car parking area. Of particular note:

- When parking a vehicle within the stacker system, it is not anticipated that there will be any meaningful wait time because the system is designed to have a vacant space ready for the next entry;
- When waiting to collect a vehicle, the typical wait time will be 30 to 60 seconds, during which time a pedestrian will be stood waiting rather than sat in a vehicle in the car park aisle;
- During the AM and PM peak periods, the stacker is expected to generate 8 and 9 vehicle trips respectively, which are sufficiently low such that vehicle queuing within the car park is rarely expected to occur – the maximum queue of which is expected to be one vehicle.

Accordingly, the construction of a three-tier car stacker system in lieu of a basement car park is considered to be a reasonable outcome in principle. The Panel should note that the building containing the stacker is of sufficient height to accommodate three levels of parking suitable for a B99 vehicle, consistent with the relevant Australian Standard (AS/NZS2890.1:2004).

Performance Outcome 5.1 of the Transport, Access and Parking module 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 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."

The corresponding Designated Performance Feature suggests that satisfaction of the applicable car parking rates in the Table 1 or 2 of this module is one way by which this Performance Outcome may be met. The rates contained within Table 1 and 2 reflect the generally well-established approach for determining if a development provides sufficient car parking provision – an approach recently upheld by the ERD Court.[1]

The table below demonstrates the quantitative assessment of the car parking provision for the existing approval, based on the rates prescribed in the Planning & Design Code.

[1] *Palma Investments Pty Ltd v Assessment Panel – City of Mitcham* [2026] SAERDC 5.

Land Use	Applicable Table of TAP Module	Theoretical Rate Prescribed		Theoretical Demand Generated			No. of Car Parks Provided
Non-residential	Table 2	Per 100m² GLFA	3	825m² x 0.03 (rounded up)	**25 spaces**	**61 spaces**	**61 spaces**
Residential	Table 1	Per two-bedroom dwelling	1	6 spaces	**36 spaces**		
		Per three-bedroom dwelling	2	24 spaces			
		Visitor Spaces (per dwelling)	0.33	6 spaces			

The table below demonstrates the quantitative assessment of the car parking provision for the proposed variation.

Land Use	Applicable Table of TAP Module	Theoretical Rate Prescribed		Theoretical Demand Generated			No. of Car Parks Provided
Non-residential	Table 2	Per 100m² GLFA	3	555m² x 0.03 (rounded up)	**17 spaces**	**57 spaces**	**55 spaces**
Residential	Table 1	Per two-bedroom dwelling	1	9 spaces	**40 spaces**		
		Per three-bedroom dwelling	2	24 spaces			
		Visitor Spaces (per dwelling)	0.33	7 spaces			

Thus, the development will now provide a shortfall of 2 parking spaces when assessed against the relevant DPF criteria.

Performance Outcome 5.1 of the Transport, Access and Parking module allows for consideration of factors that might support a reduced rate compared to what the DPF expects. This includes "in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site [such that] the provision of vehicle parking may be shared".

Development Application 23020223 did not impose any condition to restrict the hours of operation of the office tenancies associated with the original development, and that would remain the case for tenancies 2 and 3 in this varied proposal. It would nevertheless be reasonable to expect that the operating hours of the offices will be akin to typical business hours (hence the absence of any condition, unlike the restaurant and shops), which will allow for the sharing of parking spaces between the office uses and visitors to the residential apartments. Accordingly, the development is considered to provide sufficient on-site parking provision to meet the needs of the development and hence satisfy Performance Outcome 5.1 of the Transport, Access and Parking module.

Performance Outcome 1.3 of the Transport, Access and Parking module states:

> *"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."*

Performance Outcome 6.6 of the Transport, Access and Parking module states:

> *"Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site."*

The Panel may recall that two of the reasons for refusal for Development Application 23020223 referenced these Performance Outcomes, noting that "commercial and service vehicle movements are not separated from passenger vehicles" and "loading areas and designated parking areas are not provided within the boundaries of the site". On appeal, the Applicant put forward the compromise proposal (see **Attachment 2**), which was accepted by the Panel noting that:

- Performance Outcome 6.6 does not require every development to provide a dedicated loading area; and
- While waste collection would result in some parking spaces being obstructed for 3-6 minutes, several times a week, this was not considered to be unreasonable.

The variation application has amended the car parking layout but the method by which waste will be collected is inherently unchanged. A waste truck will still obstruct 3 to 4 of the spaces in the stacker system while collecting waste, but the duration and frequency of such collections is not expected to be any different to that already approved. Importantly, the aisle width provided throughout the car park permits a waste truck to stow while still allowing passenger vehicles to travel past it. The fact that movements through the development are one-directional supports this arrangement by preventing conflict between vehicles travelling in opposite directions. Accordingly, the varied development is still considered to satisfy Performance Outcomes 1.3 and 6.6 (above).

Question of Seriously at Variance

Having considered the proposal against the relevant provisions of the Planning & Design Code (version 2025.20, 23/10/2025), the proposal is not considered to be seriously at variance with the provisions of the Planning & Design Code for the following reasons:

- The land use is unchanged from the original approval;
- The addition of 3 apartments does not materially increase the density in a way that could be considered inappropriate for this location; and
- Sufficient parking is being maintained to support the land uses.

CONCLUSION

The land use remains unchanged from the existing approval, albeit with fewer commercial tenancies and three additional dwellings. The scale and form of the four-storey building is not being substantially altered as a result of the additional dwellings, sufficient car parking is being provided to support the mixed-use nature of the site, and sufficient private open space is being maintained for each dwelling such that the increased residential density is able to be supported.

With respect to car parking, the construction of a 4.5m tall building to accommodate a three-tier car stacker system has been deemed by Council's traffic engineer to be a suitable substitute in lieu of the basement currently approved. Vehicle access and manoeuvrability through the site is improved as a result of the change; no longer requiring waste trucks to enter via the Lambert Road egress point and undertake a three-point turn within the site. Waste collection arrangements remain similar to those already approved.

The ceiling and canopy heights of the ground level tenancies have been slightly reduced, and consequently the overall building height has reduced, which is a positive outcome. The Payneham Road elevation has been improved through the use of face brick in lieu of precast concrete. Conversely, the Lambert Road elevation has been visually worsened through the removal of balconies; resulting in a monochromatic, three-level concrete wall broken up only by window openings and small shrouds. Notwithstanding, the administration considers that on balance the variation proposal warrants planning consent subject to conditions as described below.

RECOMMENDATION

It is recommended that the Council Assessment Panel resolve that:

1. The proposed development is not considered seriously at variance with the relevant Desired Outcomes and Performance Outcomes of the Planning and Design Code pursuant to section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*.

2. Development Application Number 25036810, by Byld Pty Ltd is granted Planning Consent subject to the following conditions:

CONDITIONS
Planning Consent

Condition 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), noting that all previous stamped plans and documentation, including conditions previously granted Planning Consent for Development Application ID No. 23020223 are still applicable except where varied by this authorisation.

Condition 2
Conditions No's 3, 7, 17, 18, 19, 20, 21, 22, 23, 24 and 25 imposed on Development Application 23020223 are hereby deleted.

Condition 3
Condition No. 4 imposed on Development Application 23020223 is hereby deleted and replaced with the following:

All landscaping on levels 1-3 shall be planted within planter boxes in the locations shown on the "Proposed Level 01 Floor Plan" and "Proposed Level 02,03 Floor Plan" and in accordance with the "Typ Planter Detail" as shown on Drawing No. PA10B. The planter boxes shall be constructed, and all plantings shall be established within the planter boxes by the applicant or the person(s) having the benefit of this consent, prior to the occupation of the Development.

Condition 4
Condition No. 6 imposed on Development Application 23020223 is hereby deleted and replaced with the following:

The rear doors of each of the ground level tenancies shall remain available for public access into the building at all times during the respective opening hours of each tenancy.

Condition 5
Condition No. 8 imposed on Development Application 23020223 is hereby amended to delete the words "and Tenancies 4, 5 and 7 (shops)".

Condition 6
Condition No. 15 imposed on Development Application 23020223 is hereby deleted and replaced with the following:

All stormwater from buildings and paved areas shall be collected and disposed of in accordance with the approved "Civil Plan – Ground Level" (prepared by TMK Engineers, Drawing No. 2510191_C1/PB, dated 03.11.25).

Condition 7
Condition No. 16 imposed on Development Application 23020223 is hereby deleted and replaced with the following:

Appropriate directional signage shall be installed at the Lambert Road egress point with the words "No Entry" (or similar), to the reasonable satisfaction of the Assessment Manager. Such signage shall be maintained in good condition at all times and shall be constructed wholly on the Land with no part extending beyond the boundary of the Land, to the reasonable satisfaction of the Council.

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

Condition 8
All built form, except the veranda canopies, shall be located clear of the 3.5m x 3.5m corner cut-off at the Payneham Road/Lambert Road corner.

Condition 9
All access to/from the development shall be gained in accordance with the Proposed Site/ Ground Floor Plan produced by Piteo Architects, Project No. 2109, Drawing No. PA-04, dated 11/11/2025. The access on Payneham Road shall be limited to left tun in movements only.

Condition 10
All vehicles shall enter and exit the site in a forward direction. All on-site vehicle manoeuvring areas shall remain clear of any impediments.

Condition 11
The entry and exit points shall be suitably signed and line-marked to reinforce the desired traffic flow.

Condition 12
All off-street car parking shall be designed in accordance with *AS/NZS 2890.1:2004* and *AS/NZS 2890.6:2022*.

Condition 13
The largest vehicle permitted on-site shall be restricted to a 10.2m long refuse collection vehicle.

Condition 14
Any infrastructure within the road reserve that is demolished, altered, removed or damaged during the construction of the project shall be reinstated to the satisfaction of the relevant asset owner, with all costs being borne by the applicant.

Condition 15
Stormwater run-off shall be collected on-site and discharged without impacting the safety and integrity of 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
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
The Building Consent to be submitted for this development must be submitted against the original Development Application granted Planning Consent, and not against the variation. However the Building Consent must be consistent with the latest version of the approved plans, which would incorporate any approved variations. The variation application may subsequently be verified as not requiring Building Consent, to allow Development Approval to be granted against the variation.

For further clarification, please contact Council's Planning Department on 8366 4530.

Advisory Note 3
This approval varies the original consent to which it applies, but it does not extend nor vary the operative date of the original consent. Accordingly, the applicant shall note that the operative date of Planning Consent for Development Application ID 23020223 lapses on 23 December 2026, unless separate authorisation is given to extend that operative date (which would require a separate application for extension to made against the original consent).

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

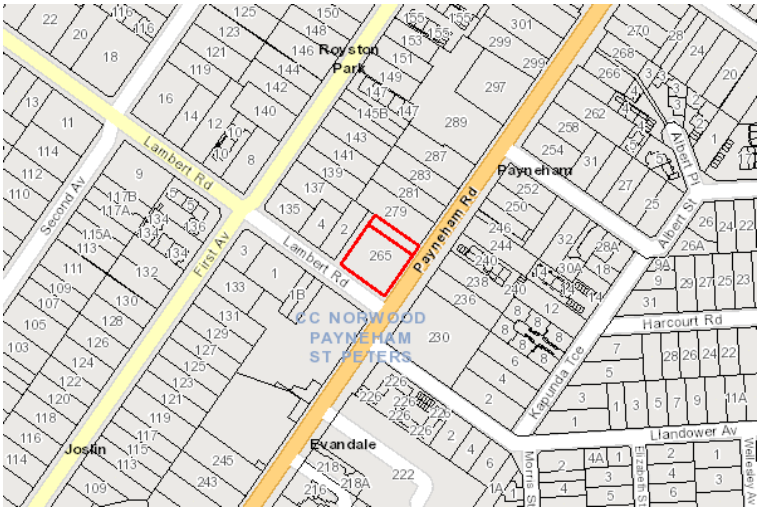
Advisory Note 4

The Metropolitan Adelaide Road Widening Plan shows a possible requirement for a 4.5 x 4.5 metre corner cut-off at the Payneham Road/Lambert Road corner for future upgrading of the Payneham Road/Lambert Road intersection. The consent of the Commissioner of Highways under the Metropolitan Adelaide Road Widening Plan Act is required to all building works on or within 6.0 metres of the possible requirement. As building works will encroach within the above areas, the attached consent form and a copy of the approved plan/s and decision notification form should be provided to DIT (via dit.landusecoordination@sa.gov.au) for consent purposes.

Advisory Note 5
In the event that traffic flows on the abutting roads are impacted during construction of the development, the applicant shall notify DIT's Traffic Management Centre (TMC) – Roadworks on 1800 434 058 or email dit.roadworks@sa.gov.au to gain approval for any road works, or the implementation of a traffic management plan.

Address: **263 -277 PAYNEHAM RD ROYSTON PARK SA 5070**

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



Property Zoning Details

Zone

Suburban Main Street

Overlay

Airport Building Heights (Regulated) *(All structures over 45 metres)*
Advertising Near Signalised Intersections
Hazards (Flooding - General)
Prescribed Wells Area
Regulated and Significant Tree
Traffic Generating Development
Urban Transport Routes

Local Variation (TNV)

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

Development Pathways

- Suburban Main Street

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

   - Brush fence
   - Building alterations
   - Building work on railway land
   - Consulting room
   - Office
   - Partial demolition of a building or structure
   - Shade sail
   - Shop
   - Solar photovoltaic panels (roof mounted)
   - Water tank (above ground)
   - Water tank (underground)

2. Code Assessed - Deemed to Satisfy
   Means that the development type requires consent (planning approval). Please ensure compliance with relevant land use and development controls in the Code.

   - Advertisement

- Consulting room
- Office
- Shop
- Temporary accommodation in an area affected by bushfire

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

   - Advertisement
   - Consulting room
   - Demolition
   - Dwelling
   - Fence
   - Land division
   - Office
   - Retaining wall
   - Shop
   - Store
   - Telecommunications facility
   - 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.

Part 2 - Zones and Sub Zones

Suburban Main Street Zone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	A mix of land uses including retail, office, commercial, community, civic and medium density residential development that supports the local area.
DO 2	A high degree of pedestrian activity and main street activity with well-lit and visually engaging shop fronts and business displays including alfresco seating and dining facilities.
DO 3	An intimate public realm with active streets created by integrated mixed use buildings.

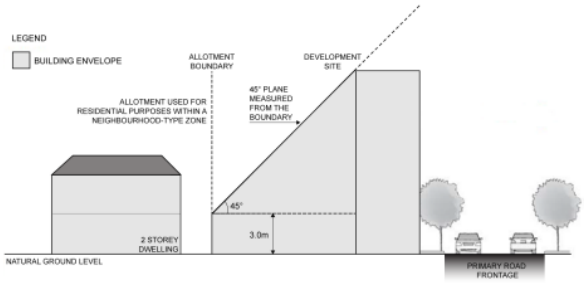
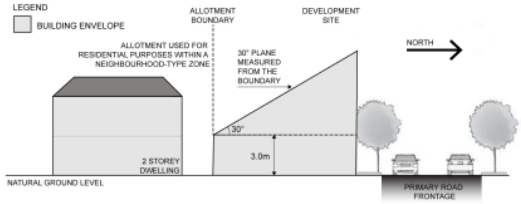
Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Retail, office, entertainment and recreation uses are supplemented by	DTS/DPF 1.1 Development comprises one or more of the following:

other businesses that provide a range of goods and services to the local community.	(a) Advertisement (b) Child care facility (c) Cinema (d) Community facility (e) Consulting room (f) Dwelling (g) Health facility (h) Hotel (i) Indoor recreation facility (j) Library (k) Office (l) Place of worship (m) Shop (n) Tourist accommodation.
PO 1.2 Land uses promote movement and activity during daylight and evening hours, including restaurants, educational, community and cultural facilities, and accommodation for visitors and residents.	DTS/DPF 1.2 None are applicable.
PO 1.3 Ground floor uses contribute to an active and vibrant main street.	DTS/DPF 1.3 Shop, office, or consulting room uses are located on the ground floor level of buildings.
PO 1.4 Dwellings developed in conjunction with non-residential uses to support business, entertainment and recreational activities contribute to making the main street precinct and pedestrian thoroughfares pleasant and lively places.	DTS/DPF 1.4 Dwellings developed in conjunction with non-residential uses are sited: (a) at upper levels of buildings with non-residential uses located at ground level or (b) behind non-residential uses on the same allotment.
PO 1.5 Tourist accommodation and visitor attractions support the visiting public and holiday makers.	DTS/DPF 1.5 None are applicable.
PO 1.6 Development is sited and designed to achieve or maintain a vibrant and interesting streetscape within retail areas.	DTS/DPF 1.6 Any of the following: (a) shop, other than a bulky goods outlet with a gross leasable floor area more than 500m^2 (b) cinema (c) hotel (d) licensed premises.
PO 1.7 Changes in the use of land encourage the efficient reuse of commercial premises to maintain and enhance vibrancy within activity centres.	DTS/DPF 1.7 A change of use to a shop, office, 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 that primarily involves 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) (c) if the proposed change of use is for a shop that primarily involves heating and cooking of foodstuffs in a commercial kitchen and is within 30m of any neighbourhood-type zone boundary 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 (d) if the change in use involves a gross leasable floor area greater than 250m^2 and has direct frontage to an arterial road, it achieves: the primary vehicle access (being the access where the majority of vehicles access / egress the site of the proposed development) is from a road that is not an arterial road or the development is located on a site that operates as 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 (e) 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 building is a local heritage place or (ii) the required contribution will be made into a relevant car parking offset scheme (other than where a relevant contribution has previously been made) or (iii) the development is located on a site that operates as 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.
Built Form and Character	
PO 2.1 Buildings sensitively frame the main street and public spaces and provide overall visual relief from building height and mass.	DTS/DPF 2.1 Buildings: (a) include a clearly defined podium or street wall with a maximum building height of 1 building level or 4m in height (b) have levels above the defined podium or street wall setback a minimum of 2m from that wall.
PO 2.2 Buildings preserve the main street appearance by complementing the key shop-front elements such as narrow buildings and tenancy footprints with frequently repeated frontages, and clear-glazed narrow shop front displays above raised display levels (base stall boards) and recessed entries.	DTS/DPF 2.2 None are applicable.
PO 2.3 Pedestrian shelter and shade is provided over footpaths through the use of structures such as awnings, canopies and verandas.	DTS/DPF 2.3 None are applicable.
PO 2.4 Buildings are adaptable and flexible to accommodate a range of land uses, including retail, office and residential without the need for significant change to the building.	DTS/DPF 2.4 Ground floor levels of buildings incorporate a minimum ceiling height of 3.5m.
PO 2.5 Buildings create visual interest, promote an active interface with the main street frontage and maximise passive surveillance.	DTS/DPF 2.5 Not less than 50% of the ground floor primary frontage of buildings is visually permeable, transparent or clear glazed.
PO 2.6	DTS/DPF 2.6

Outbuildings, carports and garages located behind the primary building facing the main street ensure vibrancy and activity along the main street.	None are applicable.
PO 2.7 Development creates an efficient and convenient pedestrian network establishing linkages within the main street and to adjoining zones.	DTS/DPF 2.7 None are applicable.
Building height and setbacks	
PO 3.1 Building height is consistent with the form expressed in any relevant *Maximum Building Height (Levels) Technical and Numeric Variation layer* and the *Maximum Building Height (Metres) Technical and Numeric Variation layer* or is low-to-medium rise, where the height is commensurate with the development site's frontage and depth as well as the main street width, to complement the main street character.	DTS/DPF 3.1 Building height is: (a) no greater than: (i) the following: **Maximum Building Height (Levels)** Maximum building height is 2 levels (ii) in all other cases (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels)): A. where the site has a frontage of at least 25m and depth of at least 50m - 4 building levels up to a height of 15m or B. in all other cases - 3 building levels up to a height of 12m and (b) not less than: In relation to DTS/DPF 3.1, in instances where: (a) more than one value is returned is returned in the same field: (i) for the purpose of DTS/DPF 3.1(a)(i), refer to the *Maximum Building Height (Metres) Technical and Numeric Variation layer or Maximum Building Height (Levels) layer* in the SA planning database to determine the applicable value relevant to the site of the proposed development (ii) for the purpose of DTS/DPF 3.1(b) refer to the *Minimum Building Height (Levels) Numeric Variation layer* in the SA planning database to determine the applicable value relevant to the site of the proposed development (b) no value is returned for DTS/DPF 3.1(b) (ie there is a blank field), then there is no minimum building height and DTS/DPF 3.1(b) is met.
PO 3.2 Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.	DTS/DPF 3.2 Buildings constructed within a building envelope provided by a 45 degree plane measured from a height of 3 metres above natural ground level at the boundary of an allotment used for residential purposes in a neighbourhood-type zone as shown in the following diagram (except where this boundary is a southern boundary or where this boundary is the street boundary):

	
PO 3.3 Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.	DTS/DPF 3.3 Buildings on sites with a southern boundary adjoining an allotment used for residential purposes in a neighbourhood-type zone are constructed within a building envelope provided by a 30 degree plane grading north measured from a height of 3m above natural ground level at the southern boundary, as shown in the following diagram (except where this boundary is a street boundary): 
PO 3.4 Buildings with no setbacks from road boundaries achieve a continuity of street façade to the main street, but with sections of building set back to create outdoor dining areas, visually interesting building entrances and intimate, active spaces.	DTS/DPF 3.4 None are applicable.
PO 3.5 Buildings with no setback from side boundaries achieve a continuity of street façade to the main street.	DTS/DPF 3.5 Except where contrary to DTS/DPF 3.2 or 3.3, building walls located on the site's side boundaries, with the front wall set back in line with neighbouring buildings.
PO 3.6 Buildings that are set back from rear boundaries (other than street boundaries) minimise impacts on neighbouring properties, including access to natural light and ventilation.	DTS/DPF 3.6 Buildings are set back a minimum 3 metres from rear boundaries where the subject land directly abuts an allotment of a different zone, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.
PO 3.7 Buildings are set back from rear access ways to provide adequate manoeuvrability for vehicles.	DTS/DPF 3.7 Buildings are set back from the rear access way have: (a) no requirement where the access way is 6.5m or more wide or (b) where the access way is less than 6.5m wide, the distance equal to the additional width required to make the access way at least

	6.5m wide.
PO 3.8 Buildings on an allotment fronting a road that is not a State maintained road, and where land on the opposite side of the road is within a neighbourhood-type zone, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.	DTS/DPF 3.8 None are applicable.
Traffic, parking and access	
PO 4.1 Development minimises the need for vehicle crossovers on the main street to reduce conflicts with pedestrians and avoid disruption to the continuity of built form.	DTS/DPF 4.1 None are applicable.
PO 4.2 Vehicle parking is located behind buildings away from the primary main street frontage and is designed to minimise its impacts on residential amenity.	DTS/DPF 4.2 Vehicle parking areas are located behind the building line of the associated building.
Advertisements	
PO 5.1 Advertisements are sited and designed to achieve an overall consistency of appearance along individual street frontages.	DTS/DPF 5.1 None are applicable.
PO 5.2 Freestanding advertisements: (a) identify the associated business(es) (b) are of a size that is commensurate with the scale of the centre and the street frontage (c) avoid visual clutter (d) positively respond to the context without dominating the locality (e) are sited and designed to not detract from the main street character.	DTS/DPF 5.2 Freestanding advertisements: (a) do not exceed 8m in height, the adjacent building wall height, or the zone's height allowance (whichever is the lesser) (b) do not have a sign face that exceeds $6m^2$ per side.
Land Division	
PO 6.1 Land division and site amalgamation creates allotments that are suitable for a variety of residential and commercial activities and improve the level of development integration.	DTS/DPF 6.1 None are applicable.
Concept Plans	
PO 7.1 Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.	DTS/DPF 7.1 The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant: In relation to DTS/DPF 7.1, in instances where: (a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant. (b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 7.1 is met.

Table 5 - Procedural Matters (PM) - Notification

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

Interpretation

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

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

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

A relevant authority may determine that a variation to 1 or more corresponding exclusions prescribed in Column B is minor in nature and does not require notification.

Class of Development **(Column A)**	**Exceptions** **(Column B)**
1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. Any kind of development where the site of the development is **not** adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.	Except any of the following: 1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
3. Any development involving any of the following (or of any combination of any of the following): (a) advertisement (b) child care facility (c) cinema (d) community facility (e) consulting room (f) dwelling located above a non-residential building level (g) indoor recreation facility (h) library (i) office (j) place of worship (k) shop (l) temporary public service depot (m) tourist accommodation.	Except development that exceeds the maximum building height specified in Suburban Main Street Zone DTS/DPF 3.1 or does not satisfy any of the following: 1. Suburban Main Street Zone DTS/DPF 3.2 2. Suburban Main Street Zone DTS/DPF 3.3.
4. Any development involving any of the following (or of any combination of any of the following): (a) air handling unit, air conditioning system or exhaust fan (b) carport (c) deck (d) fence (e) internal building works (f) land division (g) outbuilding (h) pergola (i) private bushfire shelter (j) recreation area (k) replacement building (l) retaining wall (m) shade sail	None specified.

(n) solar photovoltaic panels (roof mounted) (o) swimming pool or spa pool and associated swimming pool safety features (p) temporary accommodation in an area affected by bushfire (q) tree damaging activity (r) verandah (s) water tank.	
5. Demolition.	Except any of the following: 1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
6. Railway line.	Except where located outside of a rail corridor or rail reserve.

Placement of Notices - Exemptions for Performance Assessed Development

None specified.

Placement of Notices - Exemptions for Restricted Development

None specified.

Design in Urban Areas

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment are integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: (a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces (b) screening rooftop plant and equipment from view (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.
PO 1.5	DTS/DPF 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.	None are applicable.
Safety	
PO 2.1 Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is designed to differentiate public, communal and private areas.	DTS/DPF 2.2 None are applicable.
PO 2.3 Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	DTS/DPF 2.3 None are applicable.
PO 2.4 Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	DTS/DPF 2.4 None are applicable.
PO 2.5 Common areas and entry points of buildings (such as the foyer areas of residential buildings) and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.	DTS/DPF 2.5 None are applicable.
Landscaping	
PO 3.1 Soft landscaping and tree planting are incorporated to: (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes.	DTS/DPF 3.1 None are applicable.
Environmental Performance	
PO 4.1 Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.	DTS/DPF 4.1 None are applicable.
PO 4.2 Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	DTS/DPF 4.2 None are applicable.
PO 4.3 Buildings incorporate climate responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3 None are applicable.
Water Sensitive Design	

PO 5.1 Development is sited and designed to maintain natural hydrological systems without negatively impacting: (a) the quantity and quality of surface water and groundwater (b) the depth and directional flow of surface water and groundwater (c) the quality and function of natural springs.	DTS/DPF 5.1 None are applicable.
On-site Waste Treatment Systems	
PO 6.1 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	DTS/DPF 6.1 Effluent disposal drainage areas do not: (a) encroach within an area used as private open space or result in less private open space than that specified in Design in Urban Areas Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Car parking appearance	
PO 7.1 Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on streetscapes through techniques such as: (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure.	DTS/DPF 7.1 None are applicable.
PO 7.2 Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	DTS/DPF 7.2 None are applicable.
PO 7.3 Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	DTS/DPF 7.3 None are applicable.
PO 7.4 Street-level vehicle parking areas incorporate tree planting to provide shade, reduce solar heat absorption and reflection.	DTS/DPF 7.4 Vehicle parking areas that are open to the sky and comprise 10 or more car parking spaces include a shade tree with a mature canopy of 4m diameter spaced for each 10 car parking spaces provided and a landscaped strip on any road frontage of a minimum dimension of 1m.
PO 7.5 Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.	DTS/DPF 7.5 Vehicle parking areas comprising 10 or more car parking spaces include soft landscaping with a minimum dimension of: (a) 1m along all public road frontages and allotment boundaries (b) 1m between double rows of car parking spaces.
PO 7.6 Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.	DTS/DPF 7.6 None are applicable.
PO 7.7	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 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 (excluding ancillary accommodation): (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 60m2 (c) are not constructed, added to or altered so that any part is situated:

(i) in front of any part of the building line of the dwelling to which it is ancillary
or
(ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)

(d) in the case of a garage or carport, the garage or carport:
(i) is set back at least 5.5m from the boundary of the primary street
(ii) when facing a primary street or secondary street, has a total door / opening not exceeding:
A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser
B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width

(e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless:
(i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary
and
(ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent

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

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

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

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

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

(k) retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (i) or (ii), whichever is less:
(i) a total area as determined by the following table:

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%

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

PO 19.2 Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision, car parking requirements or result in over-development of the site.	DTS/DPF 19.2 Ancillary buildings and structures do not result in: (a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space (b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
PO 19.3 Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.	DTS/DPF 19.3 The pump and/or filtration system is ancillary to a dwelling erected on the same site and is: (a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
PO 19.4 Buildings and structures that are ancillary to an existing non-residential use do not detract from the streetscape character, appearance of buildings on the site of the development, or the amenity of neighbouring properties.	DTS/DPF 19.4 Non-residential ancillary buildings and structures: (a) are ancillary and subordinate to an existing non-residential use on the same site (b) have a floor area not exceeding the following: Allotment size | Floor area ≤500m2 | 60m2 >500m2 | 80m2 (c) are not constructed, added to or altered so that any part is situated: (i) in front of any part of the building line of the main building to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: (i) is set back at least 5.5m from the boundary of the primary street (e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless: (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height (or post height) not exceeding 3m (and not including a gable end) (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour.

PO 19.5

Ancillary accommodation:

(a) is sited and designed to not detract from the streetscape or appearance of primary residential buildings on the site or neighbouring properties

(b) is integrated within the site of the dwelling to which it is ancillary and incorporates shared utilities and shared open space.

DTS/DPF 19.5

Ancillary accommodation:

(a) is ancillary to a dwelling erected on the same site

(b) has a floor area not exceeding $70m^2$

(c) is 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) if situated on a boundary (not being a boundary with a primary street or secondary street), does 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

(e) 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

(f) 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

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

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

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

(j) retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (i) or (ii), whichever is less:

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

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%

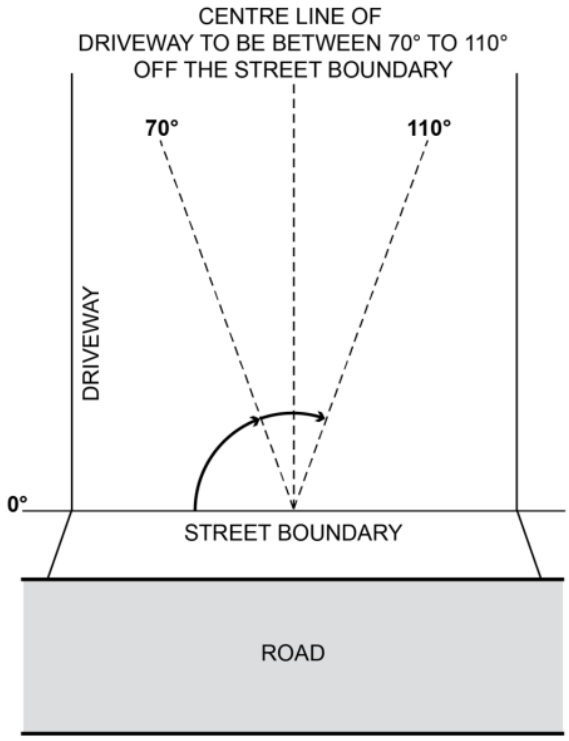
(ii) the amount of existing soft landscaping prior to the development occurring.

(k) does not have separate connection to utilities and services (such as electricity, gas, water, telecommunications, sewerage system, wastewater system or waste control system) to those servicing the existing dwelling

(l) has unrestricted access to the private open space associated

	with the existing dwelling to which it is ancillary (m) in the case of the Rural Zone, Productive Rural Landscape Zone, or Rural Horticulture Zone, is located within 20m of an existing dwelling.
Residential Development - Low Rise	
External appearance	
PO 20.1 Garaging is designed to not detract from the streetscape or appearance of a dwelling.	DTS/DPF 20.1 Garages and carports facing a street: (a) are situated so that no part of the garage or carport will be in front of any part of the building line of the dwelling (b) are set back at least 5.5m from the boundary of the primary street (c) have a garage door / opening width not exceeding 7m (d) have a garage door / opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.
PO 20.2 Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and the appearance of common driveway areas.	DTS/DPF 20.2 Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the following design features within the building elevation facing any other public road (other than a laneway) or a common driveway: (a) a minimum of 30% of the building wall is set back an additional 300mm from the building line (b) a porch or portico projects at least 1m from the building wall (c) a balcony projects from the building wall (d) a verandah projects at least 1m from the building wall (e) eaves of a minimum 400mm width extend along the width of the front elevation (f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm (g) a minimum of two different materials or finishes are incorporated on the walls of the front building elevation, with a maximum of 80% of the building elevation in a single material or finish.
PO 20.3 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 20.3 None are applicable
Private Open Space	
PO 21.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 21.1 Private open space is provided in accordance with Design in Urban Areas Table 1 - Private Open Space.
PO 21.2 Private open space is positioned to provide convenient access from internal living areas.	DTS/DPF 21.2 Private open space is directly accessible from a habitable room.
Landscaping	
PO 22.1	DTS/DPF 22.1

Soft landscaping is incorporated into development to: (a) minimise heat absorption and reflection (b) contribute shade and shelter (c) provide for stormwater infiltration and biodiversity (d) enhance the appearance of land and streetscapes.	Residential development incorporates soft landscaping with a minimum dimension of 700mm provided in accordance with (a) and (b): (a) a total area for the entire development site, including any common property, as determined by the following table: **Site area (or in the case of residential flat building, co-located housing 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, pedestrian movement, domestic waste collection, landscaped street frontages and on-street parking.	DTS/DPF 23.3 Driveways and access points satisfy (a) or (b): (a) sites with a frontage to a public road of 10m or less, have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site (b) sites with a frontage to a public road greater than 10m: (i) have a maximum width of 5m measured at the property boundary and are the only access point provided on the site; (ii) have a width between 3.0 metres and 3.2 metres measured at the property boundary and no more than two access points are provided on site, separated by no less than 1m.

PO 23.4 Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	DTS/DPF 23.4 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 23.5 Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	DTS/DPF 23.5 Driveways are designed and sited so that: (a) the gradient of the driveway does not exceed a grade of 1 in 4 and includes transitions to ensure a maximum grade change of 12.5% (1 in 8) for summit changes, and 15% (1 in 6.7) for sag changes, in accordance with AS 2890.1:2004 to prevent vehicles bottoming or scraping (b) the centreline of the driveway has an angle of no less than 70 degrees and no more than 110 degrees from the street boundary to which it takes its access as shown in the following diagram:  (c) if located to provide access from an alley, lane or right of way - the alley, land or right or way is at least 6.2m wide along the boundary of the allotment / site.
PO 23.6 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 23.6 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements:

	(a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
Waste storage	
PO 24.1 Provision is made for the convenient storage of waste bins in a location screened from public view.	DTS/DPF 24.1 Where dwellings abut both side boundaries a waste bin storage area is provided behind the building line of each dwelling that: (a) has a minimum area of $2m^2$ with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
Design of Transportable Buildings	
PO 25.1 The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.	DTS/DPF 25.1 Buildings satisfy (a) or (b): (a) are not transportable (b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.
Residential Development - Medium and High Rise (including serviced apartments)	
Outlook and Visual Privacy	
PO 26.1 Ground level dwellings have a satisfactory short range visual outlook to public, 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	DTS/DPF 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.	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.
Co-located Housing, 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 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	DTS/DPF 34.2

Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.	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	DTS/DPF 37.1 None are applicable.

with disabilities is located where on-site movement of residents is not unduly restricted by the slope of the land.	
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	DTS/DPF 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.	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.
Decks	
Design and Siting	
PO 45.1 Decks are designed and sited to: (a) complement the associated building form (b) minimise impacts on the streetscape through siting behind the building line of the principal building (unless on a significant allotment or open space)	DTS/DPF 45.1 Decks: (a) where ancillary to a dwelling: (i) are not constructed, added to or altered so that any part is situated: A. in front of any part of the building line of the

(c) minimise cut and fill and overall massing when viewed from adjacent land.	dwelling to which it is ancillary or B. within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (ii) are set back at least 900mm from side or rear allotment boundaries (iii) when attached to the dwelling, has a finished floor level consistent with the finished ground floor level of the dwelling (iv) where associated with a residential use, retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (A) or (B), whichever is less: A. a total area is determined by the following table: **Site area (or in the case of residential flat building or group dwelling(s), average site area) (m^2)** / **Minimum percentage of site** <150 / 10% 150-200 / 15% >200-450 / 20% >450 / 25% B. the amount of existing soft landscaping prior to the development occurring. (b) where in association with a non-residential use: (i) are set back at least 2 metres from the boundary of an allotment used for residential purposes. (ii) are set back at least 2 metres from a public road. (iii) have a floor area not exceeding 25m^2 (c) in all cases, has a finished floor level not exceeding 1 metre above natural ground level at any point.
PO 45.2 Decks are designed and sited to minimise direct overlooking of habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones through suitable floor levels, screening and siting taking into account the slope of the subject land, existing vegetation on the subject land, and fencing.	DTS/DPF 45.2 Decks with a finished floor level/s 500mm or more above natural ground level facing side or rear boundaries shared with a residential use in a neighbourhood-type zone incorporate screening with a maximum of 25% transparency/openings, permanently fixed to the outer edge of the deck not less than 1.5 m above the finished floor level/s.
PO 45.3 Decks used for outdoor dining, entertainment or other commercial uses provide carparking in accordance with the primary use of the deck.	DTS/DPF 45.3 Decks used for commercial purposes do not result in less on-site car parking for the primary use of the subject land than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.

Table 1 - Private Open Space

Dwelling Type	Dwelling / Site Configuration	Minimum Rate

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

Interface between Land Uses

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General Land Use Compatibility	
PO 1.1 Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.	DTS/DPF 1.2 None are applicable.
Hours of Operation	
PO 2.1 Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to: (a) the nature of the development (b) measures to mitigate off-site impacts (c) the extent to which the development is desired in the zone (d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.	DTS/DPF 2.1 Development operating within the following hours: **Class of Development** — **Hours of operation** Consulting room — 7am to 9pm, Monday to Friday; 8am to 5pm, Saturday Office — 7am to 9pm, Monday to Friday

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

Overshadowing	
PO 3.1 Overshadowing of habitable room windows of adjacent residential land uses in: a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	DTS/DPF 3.1 North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.
PO 3.2 Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in: a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	DTS/DPF 3.2 Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following: a. for ground level private open space, the smaller of the following: i. half the existing ground level open space or ii. 35m2 of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m) b. for ground level communal open space, at least half of the existing ground level open space.
PO 3.3 Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account: (a) the form of development contemplated in the zone (b) the orientation of the solar energy facilities (c) the extent to which the solar energy facilities are already overshadowed.	DTS/DPF 3.3 None are applicable.
PO 3.4 Development that incorporates moving parts, including windmills and wind farms, are located and operated to not cause unreasonable nuisance to nearby dwellings and tourist accommodation caused by shadow flicker.	DTS/DPF 3.4 None are applicable.
Activities Generating Noise or Vibration	
PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Commercial and Industrial Noise) Policy criteria.
PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant	DTS/DPF 4.2 None are applicable.

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.	
PO 4.3 Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa are positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.3 The pump and/or filtration system ancillary to a dwelling erected on the same site is: (a) enclosed in a solid acoustic structure located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
PO 4.4 External noise into bedrooms is minimised by separating or shielding these rooms from service equipment areas and fixed noise sources located on the same or an adjoining allotment.	DTS/DPF 4.4 Adjacent land is used for residential purposes.
PO 4.5 Outdoor areas associated with licensed premises (such as beer gardens or dining areas) are designed and/or sited to not cause unreasonable noise impact on existing adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.5 None are applicable.
PO 4.6 Development incorporating music achieves suitable acoustic amenity when measured at the boundary of an adjacent sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers.	DTS/DPF 4.6 Development incorporating music includes noise attenuation measures that will achieve the following noise levels: **Assessment location** / **Music noise level** Externally at the nearest existing or envisaged noise sensitive location / Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum (LOCT10,15 < LOCT90,15 + 8dB)

Transport, Access and Parking

Assessment Provisions (AP)

Desired Outcome (DO)

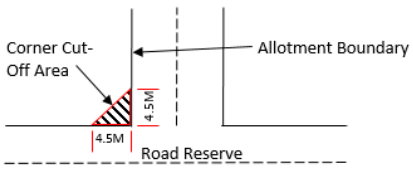
Desired Outcome	
DO 1	A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Movement Systems	
PO 1.1 Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.	DTS/DPF 1.2 None are applicable.
PO 1.3 Industrial, commercial and service vehicle movements, loading areas and designated parking spaces are separated from passenger vehicle car parking areas to ensure efficient and safe movement and minimise potential conflict.	DTS/DPF 1.3 None are applicable.
PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	DTS/DPF 1.4 All vehicle manoeuvring occurs onsite.
Sightlines	
PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.	DTS/DPF 2.1 None are applicable.
PO 2.2 Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.	DTS/DPF 2.2 None are applicable.
Vehicle Access	
PO 3.1	DTS/DPF 3.1

Safe and convenient access minimises impact or interruption on the operation of public roads.	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 2 - Off-Street Vehicle Parking Requirements in Designated Areas if the development is a class of development listed in Table 2 and the site is in a Designated Area (b) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements where (a) does not apply (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.
Vehicle Parking Areas	
PO 6.1 Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.	DTS/DPF 6.1 Movement between vehicle parking areas within the site can occur without the need to use a public road.
PO 6.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.	DTS/DPF 6.2 None are applicable.
PO 6.3 Vehicle parking areas are designed to provide opportunity for integration and shared-use of adjacent car parking areas to reduce the total extent of vehicle parking areas and access points.	DTS/DPF 6.3 None are applicable.
PO 6.4 Pedestrian linkages between parking areas and the development are provided and are safe and convenient.	DTS/DPF 6.4 None are applicable.
PO 6.5 Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.	DTS/DPF 6.5 None are applicable.
PO 6.6 Loading areas and designated parking spaces for service vehicles are	DTS/DPF 6.6 Loading areas and designated parking spaces are wholly located within

provided within the boundary of the site.	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: 
Heavy Vehicle Parking	
PO 11.1 Heavy vehicle parking and access is designed and sited so that the activity does not result in nuisance to adjoining neighbours as a result of	DTS/DPF 11.1 Heavy vehicle parking occurs in accordance with the following:

dust, fumes, vibration, odour or potentially hazardous loads.	(a) the site is not located within a Neighbourhood-type zone (except a Rural Living Zone) (b) the site is a minimum of 0.4 ha (c) where the site is 2 ha or more, no more than 2 vehicles exceeding 3,000 kilograms each (and trailers) are to be parked on the allotment at any time (d) where the site is between 0.4 ha and 2 ha, only one vehicle exceeding 3,000 kilograms (and one trailer) are to be parking on the allotment at any time (e) the vehicle parking area achieves the following setbacks: (i) behind the building line or 30m, whichever is greater (ii) 20m from the secondary street if it is a State Maintained Road (iii) 10m from the secondary street if it is a local road (iv) 10m from side and rear boundaries (f) parking and access areas (including internal driveways) should be sealed or have a surface that can be treated and maintained to minimise dust and mud nuisance (g) does not include refrigerated trailers or vehicles (h) vehicles only enter and exit the property in accordance with the following hours: (i) Monday to Saturday 6:00am and 9:30pm (ii) Sunday and public holidays between 9:30 am and 7:00 pm (i) the handling or trans-shipment of freight is not carried out on the property.
PO 11.2 Heavy vehicle parking ensures that vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.	DTS/DPF 11.2 Heavy vehicles: (a) can enter and exit the site in a forward direction; and (b) operate within the statutory mass and dimension limited for General Access Vehicles (as prescribed by the National Heavy Vehicle Regulator).
PO 11.3 Heavy vehicle parking is screened through siting behind buildings, screening, landscaping or the like to obscure views from adjoining properties and public roads.	DTS/DPF 11.3 None are applicable.

Table 1 - General Off-Street Car Parking Requirements

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

Class of Development	Car Parking Rate (unless varied by Table 2 onwards) Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.
Residential Development	
Co-located Housing	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling to be located in a shared car parking area / arrangement. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling to be located in a shared car parking area / arrangement. Where development involves 3 or more dwellings, 0.33 spaces per dwelling for visitor parking to be located in a shared car parking area /

	arrangement.
Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Group Dwelling	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Residential Flat Building	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Row Dwelling where vehicle access is from the primary street	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Semi-Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Aged / Supported Accommodation	
Retirement facility	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Supported accommodation	0.3 spaces per bed.
Residential Development (Other)	
Ancillary accommodation	No additional requirements beyond those associated with the main dwelling.
Residential park	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Student accommodation	0.3 spaces per bed.
Workers' accommodation	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.
Tourist	
Caravan and tourist park	Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation. Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation. A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.
Tourist accommodation other than a caravan and tourist park	1 car parking space per accommodation unit / guest room.
Commercial Uses	
Auction room/ depot	1 space per 100m2 of building floor area plus an additional 2 spaces.
Automotive collision repair	3 spaces per service bay.
Motor repair station	3 spaces per service bay.
Office	For a call centre, 8 spaces per 100m2 of gross leasable floor area

	In all other cases, 4 spaces per 100m2 of gross leasable floor area.
Retail fuel outlet	3 spaces per 100m2 gross leasable floor area.
Service trade premises	2.5 spaces per 100m2 of gross leasable floor area 1 space per 100m2 of outdoor area used for display purposes.
Shop (no commercial kitchen)	5.5 spaces per 100m2 of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared. 5 spaces per 100m2 of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.
Shop (in the form of a bulky goods outlet)	2.5 spaces per 100m2 of gross leasable floor area.
Shop (in the form of a restaurant or involving a commercial kitchen)	Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat. Premises with take-away service but with no seats - 12 spaces per 100m2 of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point. Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-up point.
Community and Civic Uses	
Community facility	For a library, 4 spaces per 100m2 of total floor area. For a hall/meeting hall, 0.2 spaces per seat. In all other cases, 10 spaces per 100m2 of total floor area.
Educational facility	For a primary school - 1.1 space per full time equivalent employee plus 0.25 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a secondary school - 1.1 per full time equivalent employee plus 0.1 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any time.
Place of worship	1 space for every 3 visitor seats.
Child care facility	For a child care centre, 0.25 spaces per child In all other cases, 1 per employee plus 0.25 per child (drop off/pick up bays).
Health Related Uses	
Consulting room	4 spaces per consulting room excluding ancillary facilities.
Hospital	4.5 spaces per bed for a public hospital. 1.5 spaces per bed for a private hospital.
Recreational and Entertainment Uses	
Cinema complex	0.2 spaces per seat.
Concert hall / theatre	0.2 spaces per seat.
Hotel	1 space for every 2m2 of total floor area in a public bar plus 1 space for every 6m2 of total floor area available to the public in a lounge, beer garden plus 1 space per 2 gaming machines, plus 1 space per 3 seats in a restaurant.
Indoor recreation facility	6.5 spaces per 100m2 of total floor area for a Fitness Centre 4.5 spaces per 100m2 of total floor area for all other Indoor recreation facilities.
Industry/Employment Uses	
Fuel depot	1.5 spaces per 100m2 total floor area

	1 spaces per 100m2 of outdoor area used for fuel depot activity purposes.
Industry	1.5 spaces per 100m2 of total floor area.
Store	0.5 spaces per 100m2 of total floor area.
Timber yard	1.5 spaces per 100m2 of total floor area 1 space per 100m2 of outdoor area used for display purposes.
Warehouse	0.5 spaces per 100m2 total floor area.
Other Uses	
Funeral Parlour	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.
Radio or Television Station	5 spaces per 100m2 of total building floor area.

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

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

In the area identified in Concept Plan 152 Brompton Gasworks, car parking can be provided in a consolidated manner for that precinct rather than on a development-by-development basis

Class of Development	Car Parking Rate Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.		Designated Areas
	Minimum number of spaces	Maximum number of spaces	
Development generally			
All classes of development	No minimum.	No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is: 1 space for each dwelling with a total floor area less than 75 square metres 2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres 3 spaces for each dwelling with a total floor area greater than 150 square metres. Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.	Capital City Zone City Main Street Zone City Riverbank Zone Adelaide Park Lands Zone Business Neighbourhood Zone (within the City of Adelaide) The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone
Non-residential development			
Non-residential development excluding tourist accommodation	3 spaces per 100m2 of gross leasable floor area.	5 spaces per 100m2 of gross leasable floor area.	City Living Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden, Brompton or Hindmarsh)
Non-residential development excluding tourist accommodation	3 spaces per 100m2 of gross leasable floor area.	6 spaces per 100m2 of gross leasable floor area.	Strategic Innovation Zone in the City of Burnside, City of Marion or City of Mitcham Strategic Innovation Zone outside the City of Burnside, City of Marion or City of Mitcham when the site is also in a high frequency public

			transit area Suburban Activity Centre Zone when the site is also in a high frequency public transit area Suburban Business Zone when the site is also in a high frequency public transit area Business Neighbourhood Zone outside of the City of Adelaide when the site is also in a high frequency public transit area Suburban Main Street Zone when the site is also in a high frequency public transit area Urban Activity Centre Zone
Non-residential development excluding tourist accommodation	3 spaces per 100 square metres of gross leasable floor area 1.5 spaces per 100 square metres of gross leasable floor area above ground floor level other than for a shop	3 spaces per 100 square metres of gross leasable floor area	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Tourist accommodation	1 space for every 4 bedrooms up to 100 bedrooms plus 1 space for every 5 bedrooms over 100 bedrooms	1 space per 2 bedrooms up to 100 bedrooms and 1 space per 4 bedrooms over 100 bedrooms	City Living Zone Urban Activity Centre Zone when the site is also in a high frequency public transit area Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden, Brompton or Hindmarsh)
Residential development			
Residential component of a multi-storey building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone Strategic Innovation Zone in the City of Burnside, City of Marion or City of Mitcham Strategic Innovation Zone outside the City of Burnside, City of Marion or City of Mitcham when the site is also in a high frequency public transit area Urban Activity Centre Zone when the site is also in a high frequency public transit area Urban Corridor (Boulevard) Zone

			Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden, Brompton or Hindmarsh)
Residential component of a multi-storey building	0.75 per dwelling	None specified	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Residential flat building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone Urban Activity Centre Zone when the site is also in a high frequency public transit area Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden, Brompton or Hindmarsh)
Residential flat building	0.75 per dwelling	None specified	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Detached dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Row dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Semi-detached dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Notes			
1	In the area identified in Concept Plan 152 Brompton Gasworks, car parking can be provided in a consolidated manner for that precinct rather than on a development-by-development basis		

Table 3 - Off-Street Bicycle Parking Requirements

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

Class of Development	Bicycle Parking Rate Where a development comprises more than one development type, then the overall bicycle parking rate will be taken to be the sum of the bicycle parking rates for each development type.
Consulting room	1 space per 20 employees plus 1 space per 20 consulting rooms for customers.
Educational facility	For a secondary school - 1 space per 20 full-time time employees plus 10 percent of the total number of employee spaces for visitors. For tertiary education - 1 space per 20 employees plus 1 space per 10 full time students.
Hospital	1 space per 15 beds plus 1 space per 30 beds for visitors.
Indoor recreation facility	1 space per 4 employees plus 1 space per 200m2 of gross leasable floor area for visitors.
Licensed Premises	1 per 20 employees, plus 1 per 60 square metres total floor area, plus 1 per 40 square metres of bar floor area, plus 1 per 120 square metres lounge and beer garden floor area, plus 1 per 60 square metres dining floor area, plus 1 per 40 square metres gaming room floor area.
Office	1 space for every 200m2 of gross leasable floor area plus 2 spaces plus 1 space per 1000m2 of gross leasable floor area for visitors.
Child care	1 space per 20 full time employees plus 1 space per 40 full time children.

<table>
<tr><td>facility</td><td></td></tr>
<tr><td>Recreation area</td><td>1 per 1500 spectator seats for employees plus 1 per 250 visitor and customers.</td></tr>
<tr><td>Residential flat building</td><td>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.</td></tr>
<tr><td>Residential component of a multi-storey building</td><td>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.</td></tr>
<tr><td>Shop</td><td>1 space for every 300m2 of gross leasable floor area plus 1 space for every 600m2 of gross leasable floor area for customers.</td></tr>
<tr><td>Tourist accommodation</td><td>1 space for every 20 employees plus 2 for the first 40 rooms and 1 for every additional 40 rooms for visitors.</td></tr>
<tr><td>Schedule to Table 3</td><td>
<table>
<tr><th>Designated Area</th><th>Relevant part of the State

The bicycle parking rate applies to a designated area located in a relevant part of the State described below.</th></tr>
<tr><td>All zones</td><td>City of Adelaide</td></tr>
<tr><td>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</td><td>Metropolitan Adelaide</td></tr>
</table>
</td></tr>
</table>

Attachment 1

Proposed mixed-use development

263-277 Payneham Road, Royston Park SA 5070

Planning Submission

[redacted] 17 - 02 - 2026

171 GILLES STREET
ADELAIDE SA 5000
08 8225 6056

piteoarchitects.com.au

PITEO

Attachment 1



SITE LOCATION PLAN
N.T.S

PLANNING

REV	Amendment	Date

BUILDING AREA SCHEDULE

GROUND FLOOR	708 sqm
CAR STACKER	246 sqm
LEVEL 01	
BUILDING	767 sqm
TERRACES	323 sqm
TOTAL	1090 sqm
LEVEL 02,03	
BUILDING (INCLUDING BALCONIES)	822 sqm
TOTAL AREA	3688 sqm

APARTMENT AREA SCHEDULE

LEVEL 01	
APARTMENT 01	
LIVING	108 sqm
TERRACE	135 sqm
TOTAL	243 sqm
APARTMENT 02	
LIVING	120 sqm
TERRACE	100 sqm
TOTAL	220 sqm
APARTMENT 03	
LIVING	108 sqm
TERRACE	74 sqm
TOTAL	182 sqm
APARTMENT 04,7	
LIVING	80 sqm
BALCONY	11 sqm
TOTAL	91 sqm
APARTMENT 05,6	
LIVING	88 sqm
BALCONY	15 sqm
TOTAL	103 sqm
LEVEL 02,03	
APARTMENT 01,3	
LIVING	108 sqm
TERRACE	17 sqm
TOTAL	125 sqm
APARTMENT 02	
LIVING	120 sqm
TERRACE	20 sqm
TOTAL	140 sqm
APARTMENT 04,7	
LIVING	80 sqm
BALCONY	11 sqm
TOTAL	91 sqm
APARTMENT 05,6	
LIVING	88 sqm
BALCONY	15 sqm
TOTAL	103 sqm

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PROPOSED MIXED- USE DEVELOPMENT

263- 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070

PROPOSED FLOOR PLANS

Scale	AS SHOWN
Drawn	P
Date	11.11.25
Job No	2109
Dwg No	PA00

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PROPOSED SITE/ DEMOLITION PLAN

1:200 @ A3

WALL LEGEND	
TO BE DEMOLISHED	
EXISTING WALLS	
NEW WALLS	

PLANNING

REV	Amendment	Date

BUILDING AREA SCHEDULE

GROUND FLOOR	708 sqm
CAR STACKER	246 sqm
LEVEL 01	
BUILDING	767 sqm
TERRACES	323 sqm
TOTAL	1090 sqm
LEVEL 02,03	
BUILDING (INCLUDING BALCONIES)	822 sqm
TOTAL AREA	3688 sqm

APARTMENT AREA SCHEDULE

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TOTAL	91 sqm
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LIVING	88 sqm
BALCONY	15 sqm
TOTAL	103 sqm

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PROPOSED MIXED- USE DEVELOPMENT

263- 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070

PROPOSED FLOOR PLANS

Scale	AS SHOWN
Drawn	P
Date	11.11.25
Job No	2109
Dwg No	PA01

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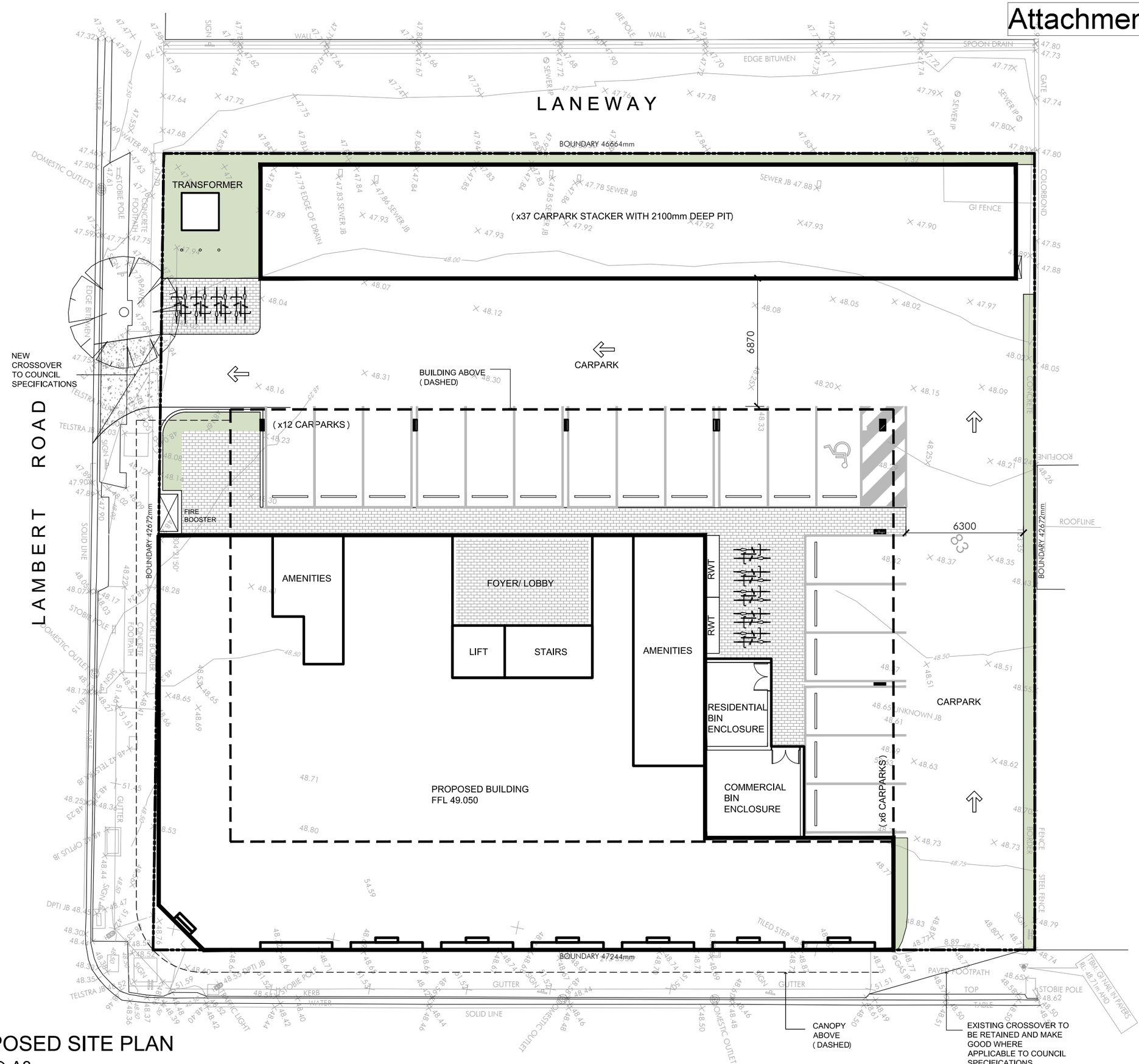

PROPOSED SITE PLAN
1:200 @ A3

PLANNING

REV	Amendment	Date

BUILDING AREA SCHEDULE

GROUND FLOOR	708 sqm
CAR STACKER	246 sqm
LEVEL 01	
BUILDING	767 sqm
TERRACES	323 sqm
TOTAL	1090 sqm
LEVEL 02,03	
BUILDING	
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APARTMENT AREA SCHEDULE

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BALCONY	15 sqm
TOTAL	103 sqm

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PROPOSED MIXED- USE DEVELOPMENT

263- 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070

PROPOSED FLOOR PLANS

Scale	AS SHOWN
Drawn	P
Date	11.11.25
Job No	2109
Dwg No	PA02

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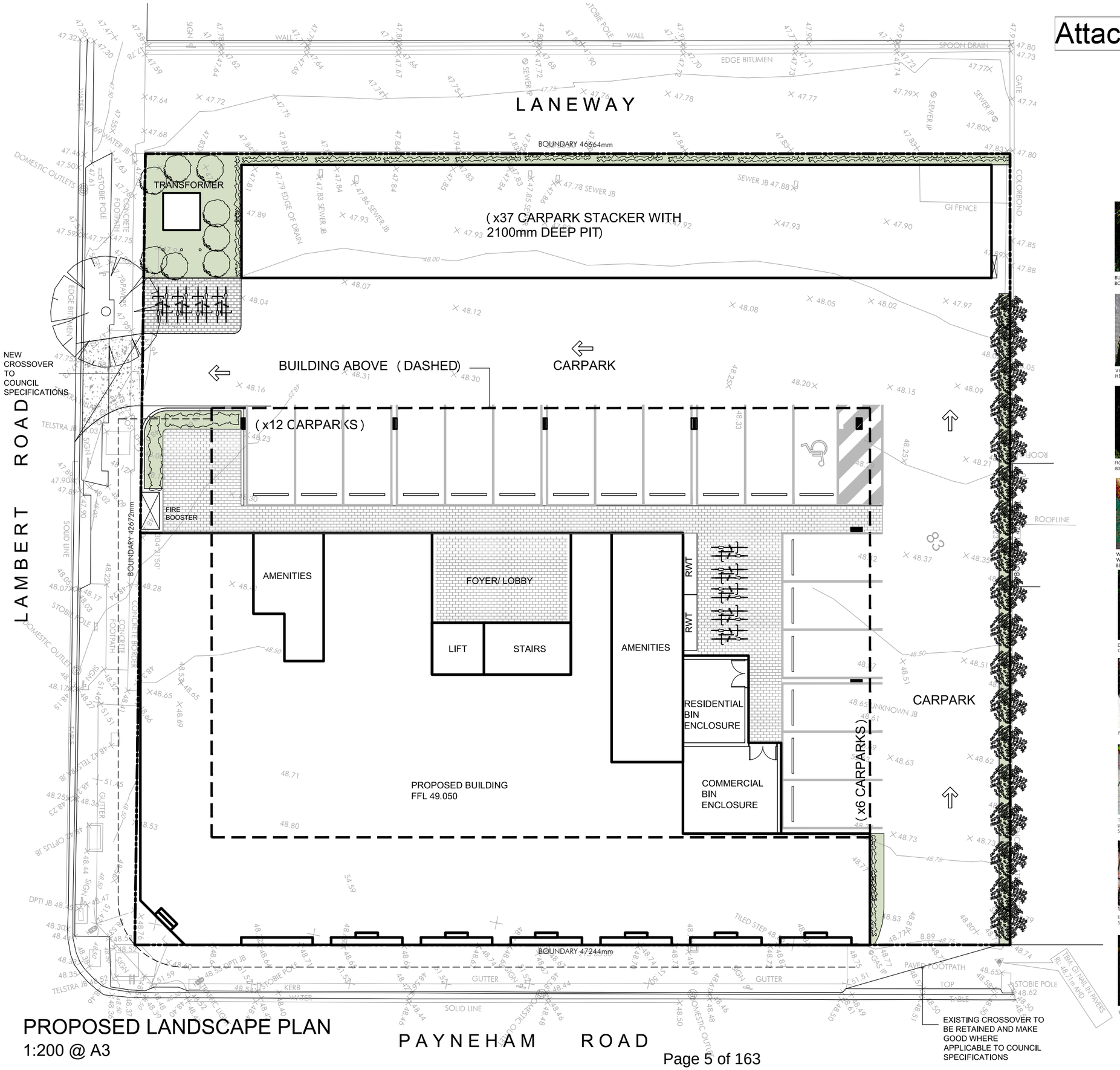
PLANNING

REV	Amendment	Date



PROPOSED LANDSCAPE PLAN

1:200 @ A3

LANDSCAPE LEGEND


BUXUS MICROPHYLLA 'JAPONICA' JAPANESE BOX SPHERE- 400mm DIA.

BUXUS MICROPHYLLA 'JAPONICA' JAPANESE BOX SPHERE- 400mm DIA.


VIBURNUM SUSPENSUM SANDANKWA HEDGE 600mm SPACINGS

FICUS PUMPILA, FICUS CREEPER, 800mm SPACING (ON WALLS)

WATERHOUSEA FLORIBUNDA- PLEACHED WATERHOUSEA FLORIBUNDA - TRUNK TO BE 800mm H 1200mm SPACING


FICUS PUMPILA, FICUS CREEPER, 800mm SPACING (ON WALLS)

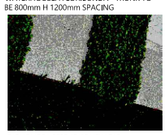
GARDEN BEDS TO INCLUDE RANDOM PLACEMENT OF THE FOLLOWING ON TREATED WOOD-CHIP 'DARK' OR SIMILAR MULCH:

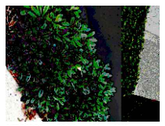
- DICHONDRA REPENDKIDNEY LEAF GROUNDCOVER
- PITTOSPORUM TOBIRA 'MISS MUFFET'
- TRACHELOSPERMUM ASIATICUM 'NEADLE LEAF' GROUNDCOVER JASMINE 600mm SPACINGS
- LIGULARIA REIFORMIS TS TRACTOR SEAT PLANTS


WATERHOUSEA FLORIBUNDA- PLEACHED WATERHOUSEA FLORIBUNDA - TRUNK TO BE 800mm H 1200mm SPACING

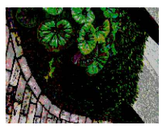
VIBURNUM SUSPENSUM SANDANKWA HEDGE 600mm SPACINGS

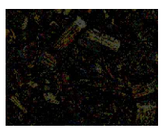
FEATURE BRICK PAVING AS SELECTED TO MATCH FACE BRICKWORK AS SELECTED


DICHONDRA REPENDKIDNEY LEAF GROUNDCOVER


PITTOSPORUM TOBIRA 'MISS MUFFET'


TRACHELOSPERMUM ASIATICUM 'NEADLE LEAF' GROUNDCOVER JASMINE 600mm SPACINGS


LIGULARIA REIFORMIS TS TRACTOR SEAT PLANTS


TREATED WOOD-CHIP 'DARK' MULCH

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PROPOSED MIXED- USE DEVELOPMENT

263- 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070

PROPOSED FLOOR PLANS

Scale	AS SHOWN
Drawn	P
Date	11.11.25
Job No	2109
Dwg No	PA03

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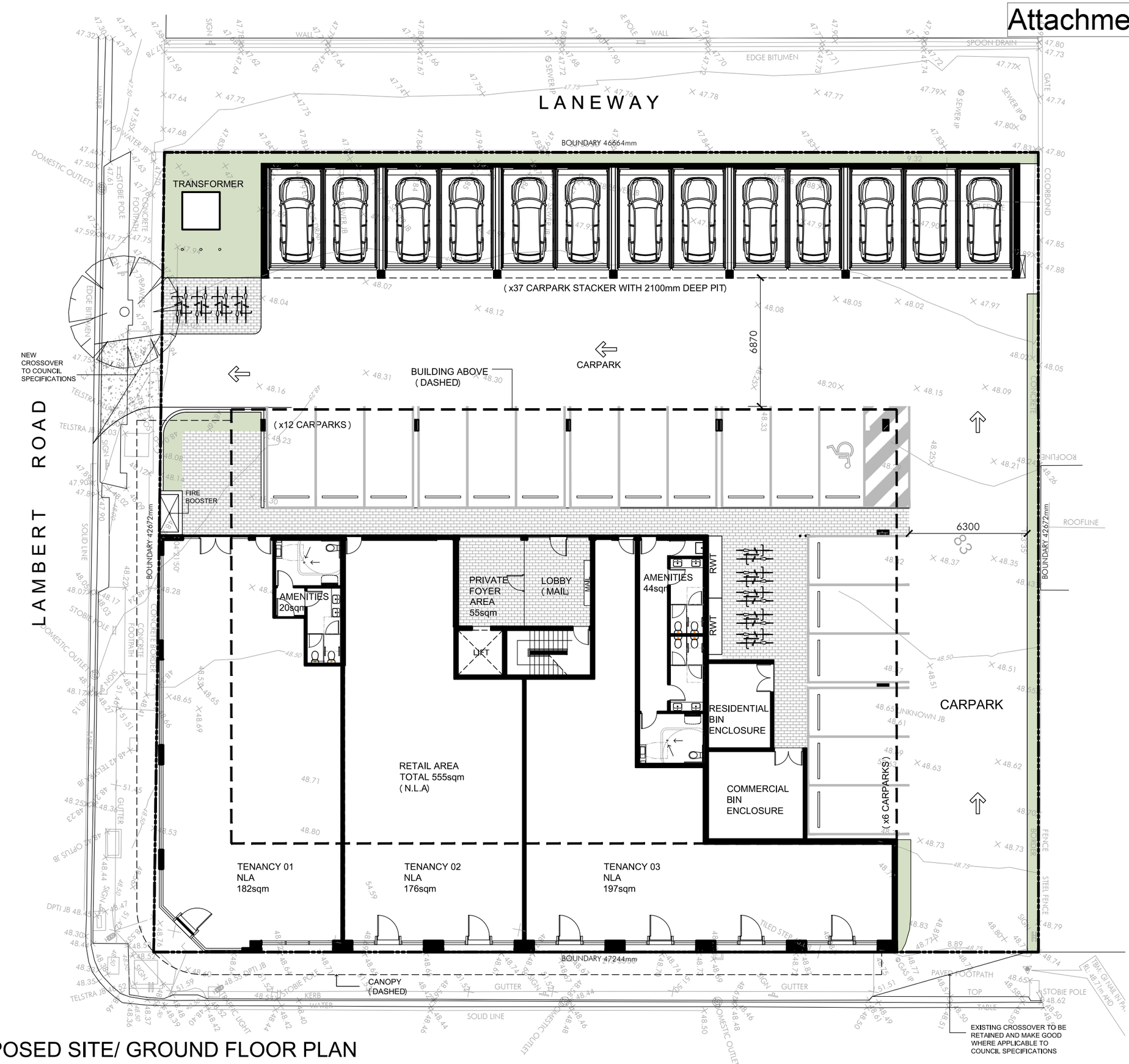

PROPOSED SITE/ GROUND FLOOR PLAN

1:200 @ A3

PLANNING

REV	Amendment	Date

BUILDING AREA SCHEDULE

GROUND FLOOR	708 sqm
CAR STACKER	246 sqm
LEVEL 01	
BUILDING	767 sqm
TERRACES	323 sqm
TOTAL	1090 sqm
LEVEL 02,03	
BUILDING	
(INCLUDING BALCONIES)	822 sqm
TOTAL AREA	3688 sqm

APARTMENT AREA SCHEDULE

LEVEL 01	
APARTMENT 01	
LIVING	108 sqm
TERRACE	135 sqm
TOTAL	243 sqm
APARTMENT 02	
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TERRACE	100 sqm
TOTAL	220 sqm
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BALCONY	11 sqm
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PROPOSED MIXED- USE DEVELOPMENT

263- 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070

PROPOSED FLOOR PLANS

Scale	AS SHOWN
Drawn	P
Date	11.11.25
Job No	2109
Dwg No	PA04

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Attachment 1

LANEWAY



PAYNEHAM ROAD

LAMBERT ROAD

PROPOSED LEVEL 01 FLOOR PLAN
1:200 @ A3

PLANNING

REV	Amendment	Date

BUILDING AREA SCHEDULE

GROUND FLOOR	708 sqm
CAR STACKER	246 sqm
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TOTAL	91 sqm
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BALCONY	15 sqm
TOTAL	103 sqm

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PROPOSED MIXED- USE DEVELOPMENT

263- 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070

PROPOSED FLOOR PLANS

Scale	AS SHOWN
Drawn	P
Date	11.11.25
Job No	2109
Dwg No	PA05

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LANEWAY

BOUNDARY 46664mm

ROOF BELOW

APARTMENT 07
2BED

APARTMENT 06
2BED

APARTMENT 05
2BED

APARTMENT 04
2BED



BOUNDARY 42672mm

BOUNDARY 42672mm

13712

23160

5800

BOUNDARY 47244mm

APARTMENT 01
3BED

APARTMENT 02
3BED

APARTMENT 03
3BED

4164 | 35530 | 7550

L A M B E R T R O A D

P A Y N E H A M R O A D

PROPOSED LEVEL 02,03 FLOOR PLAN
1:200 @ A3

PLANNING

REV	Amendment	Date

BUILDING AREA SCHEDULE

GROUND FLOOR	708 sqm
CAR STACKER	246 sqm
LEVEL 01	
BUILDING	767 sqm
TERRACES	323 sqm
TOTAL	1090 sqm
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PROPOSED MIXED- USE DEVELOPMENT

263- 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070

PROPOSED FLOOR PLANS

Scale	AS SHOWN
Drawn	P
Date	11.11.25
Job No	2109
Dwg No	PA04

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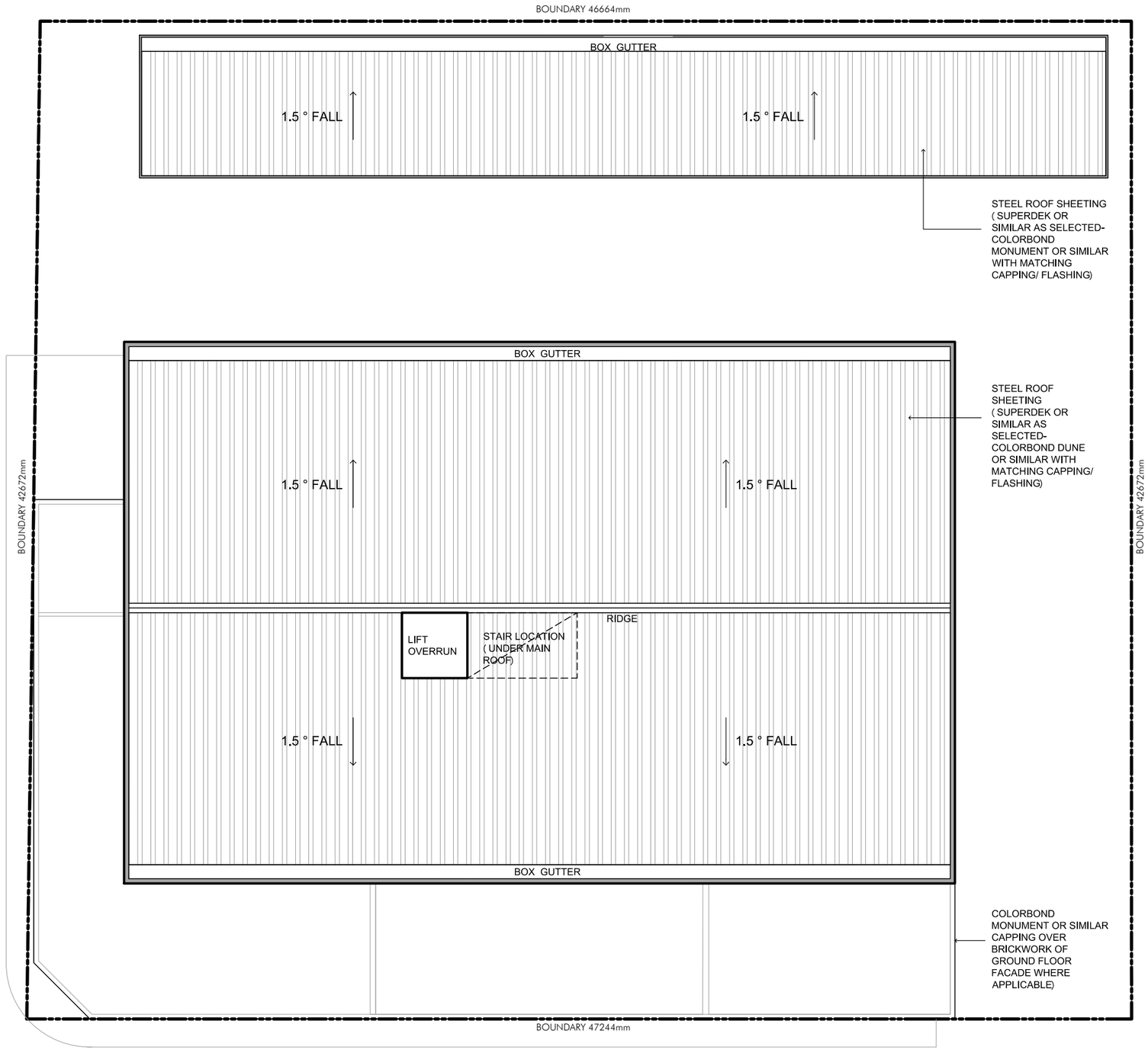
LANEWAY



LAMBERT ROAD

PAYNEHAM ROAD

PROPOSED ROOF PLAN
1:200 @ A3

PLANNING

REV	Amendment	Date

BUILDING AREA SCHEDULE

GROUND FLOOR	708 sqm
CAR STACKER	246 sqm
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BALCONY	15 sqm
TOTAL	103 sqm

BYLD

PROPOSED MIXED- USE DEVELOPMENT

263- 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070

PROPOSED ROOF PLANS

Scale	AS SHOWN
Drawn	P
Date	11.11.25
Job No	2109
Dwg No	PA07

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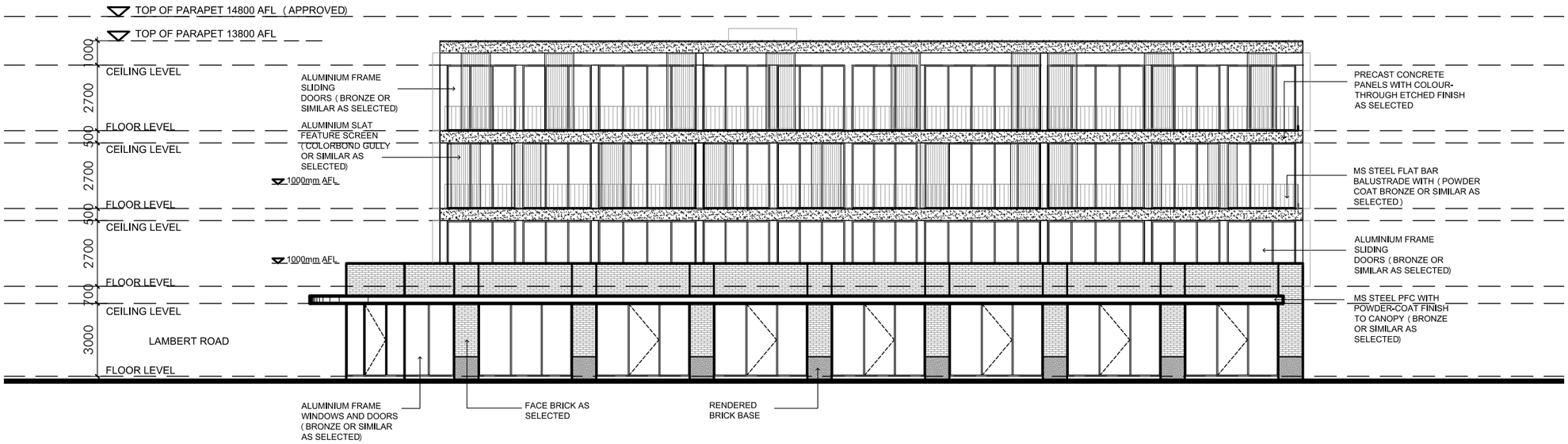
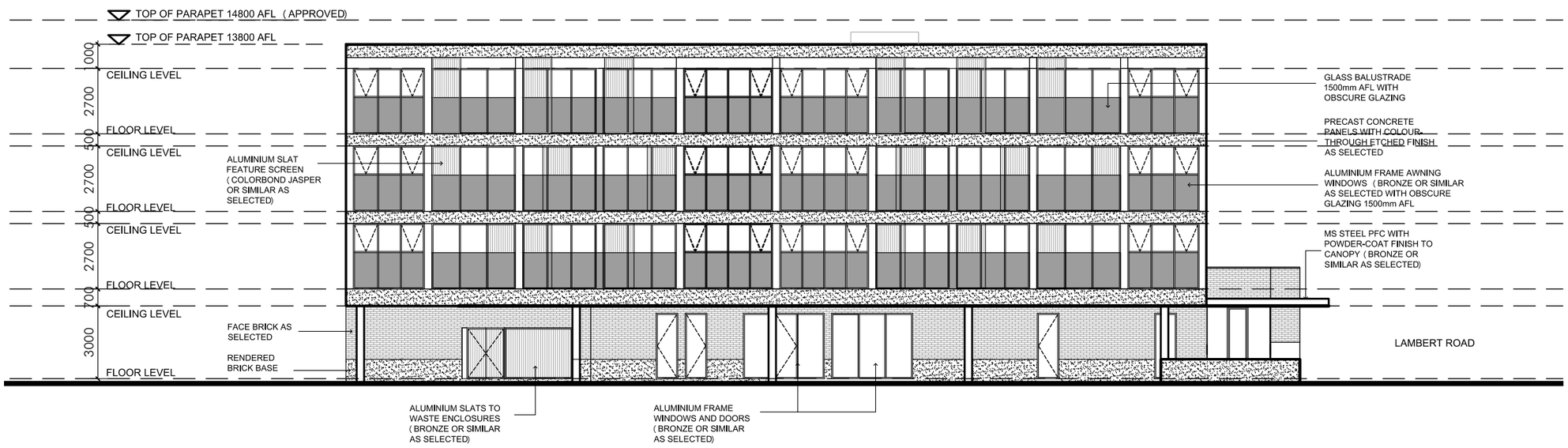


PROPOSED SOUTH-EAST FRONT ELEVATION_PAYNEHAM ROAD

1:200 @ A3



PROPOSED NORTH-WEST REAR ELEVATION

1:200 @ A3

PLANNING

REV	Amendment	Date

BUILDING AREA SCHEDULE

GROUND FLOOR	708 sqm
CAR STACKER	246 sqm
LEVEL 01	
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LEVEL 02,03	
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BALCONY	15 sqm
TOTAL	103 sqm

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PROPOSED MIXED- USE DEVELOPMENT

263- 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070

PROPOSED ELEVATIONS

Scale	AS SHOWN
Drawn	P
Date	11.11.25
Job No	2109
Dwg No	PA08

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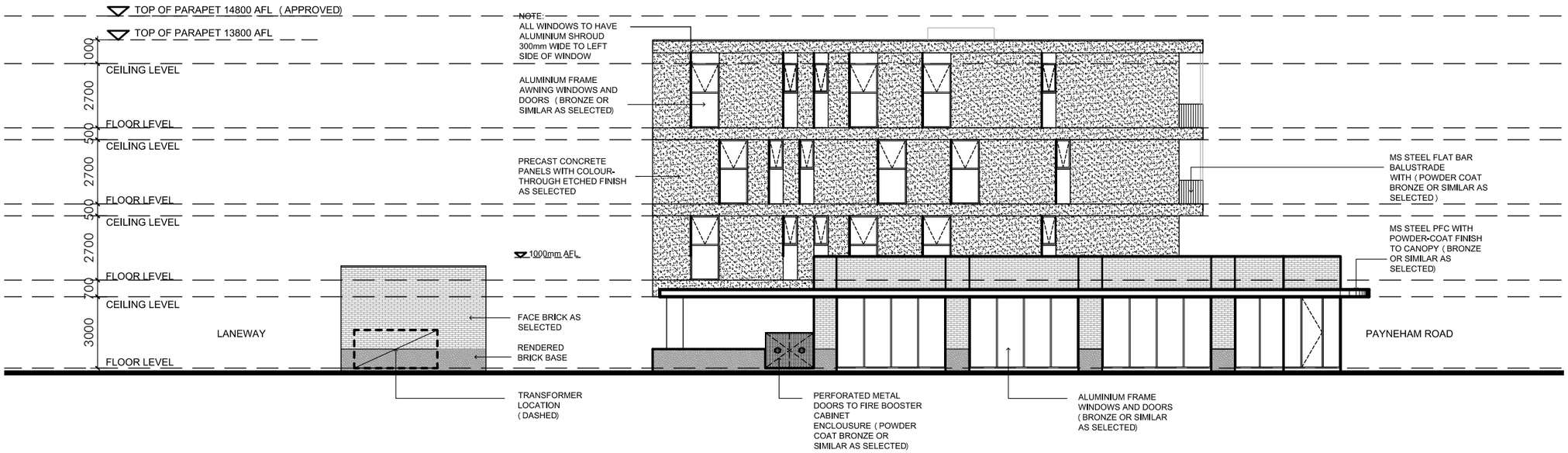
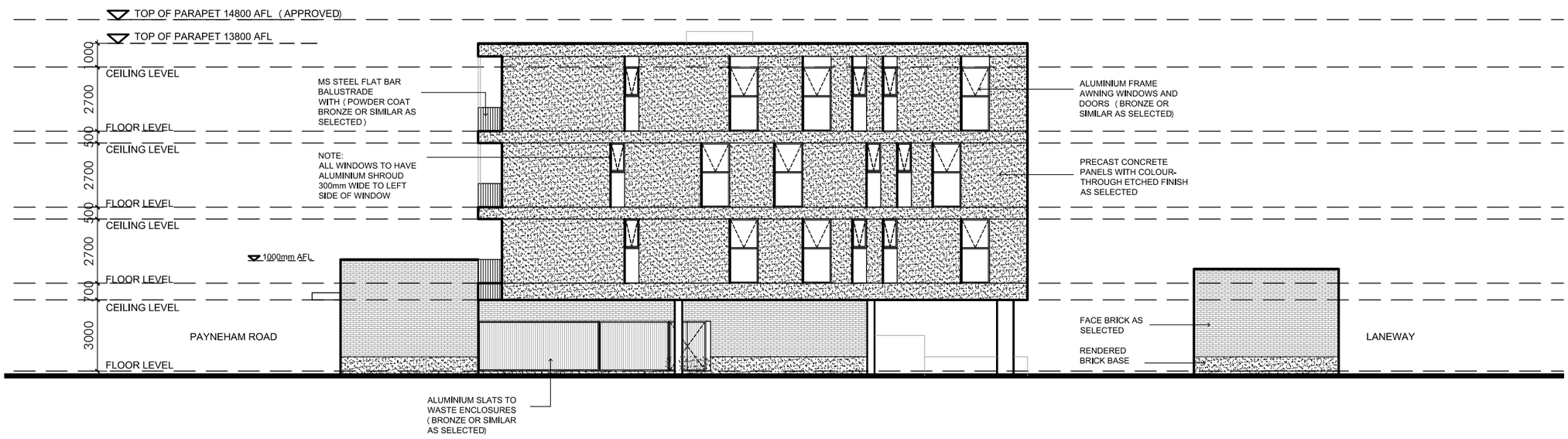


PROPOSED SOUTH-WEST SIDE ELEVATION_LAMBERT ROAD

1:200 @ A3



PROPOSED NORTH-EAST SIDE ELEVATION

1:200 @ A3

PLANNING

REV	Amendment	Date

BUILDING AREA SCHEDULE

GROUND FLOOR	708 sqm
CAR STACKER	246 sqm
LEVEL 01	
BUILDING	767 sqm
TERRACES	323 sqm
TOTAL	1090 sqm
LEVEL 02,03	
BUILDING	
(INCLUDING BALCONIES)	822 sqm
TOTAL AREA	3688 sqm

APARTMENT AREA SCHEDULE

LEVEL 01	
APARTMENT 01	
LIVING	108 sqm
TERRACE	135 sqm
TOTAL	243 sqm
APARTMENT 02	
LIVING	120 sqm
TERRACE	100 sqm
TOTAL	220 sqm
APARTMENT 03	
LIVING	108 sqm
TERRACE	74 sqm
TOTAL	182 sqm
APARTMENT 04,7	
LIVING	80 sqm
BALCONY	11 sqm
TOTAL	91 sqm
APARTMENT 05,6	
LIVING	88 sqm
BALCONY	15 sqm
TOTAL	103 sqm
LEVEL 02,03	
APARTMENT 01,3	
LIVING	108 sqm
TERRACE	17 sqm
TOTAL	125 sqm
APARTMENT 02	
LIVING	120 sqm
TERRACE	20 sqm
TOTAL	140 sqm
APARTMENT 04,7	
LIVING	80 sqm
BALCONY	11 sqm
TOTAL	91 sqm
APARTMENT 05,6	
LIVING	88 sqm
BALCONY	15 sqm
TOTAL	103 sqm

BYLD

PROPOSED MIXED- USE DEVELOPMENT

263- 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070

PROPOSED ELEVATIONS

Scale	AS SHOWN
Drawn	P
Date	11.11.25
Job No	2109
Dwg No	PA09

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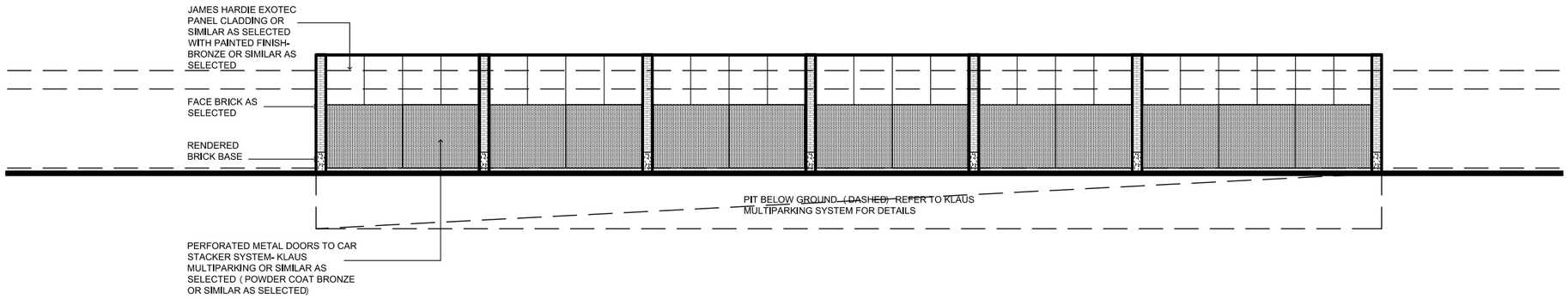
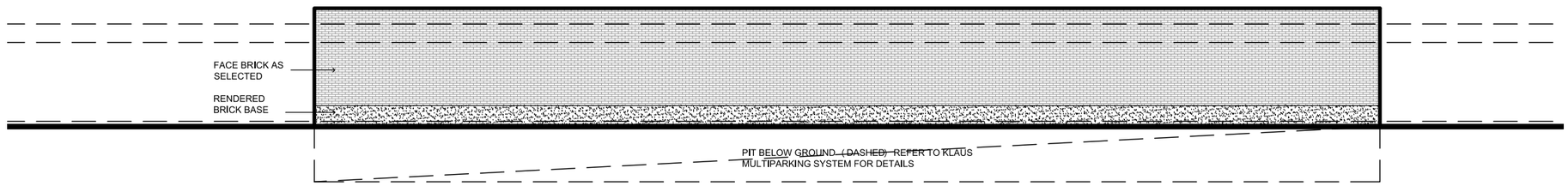


PROPOSED CAR STACKER FRONT ELEVATION

1:200 @ A3



PROPOSED CAR STACKER REAR ELEVATION

1:200 @ A3

PLANNING

REV	Amendment	Date

BUILDING AREA SCHEDULE

GROUND FLOOR	708 sqm
CAR STACKER	246 sqm
LEVEL 01	
BUILDING	767 sqm
TERRACES	323 sqm
TOTAL	1090 sqm
LEVEL 02,03	
BUILDING (INCLUDING BALCONIES)	822 sqm
TOTAL AREA	3688 sqm

APARTMENT AREA SCHEDULE

LEVEL 01	
APARTMENT 01	
LIVING	108 sqm
TERRACE	135 sqm
TOTAL	243 sqm
APARTMENT 02	
LIVING	120 sqm
TERRACE	100 sqm
TOTAL	220 sqm
APARTMENT 03	
LIVING	108 sqm
TERRACE	74 sqm
TOTAL	182 sqm
APARTMENT 04,7	
LIVING	80 sqm
BALCONY	11 sqm
TOTAL	91 sqm
APARTMENT 05,6	
LIVING	88 sqm
BALCONY	15 sqm
TOTAL	103 sqm
LEVEL 02,03	
APARTMENT 01,3	
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TERRACE	20 sqm
TOTAL	140 sqm
APARTMENT 04,7	
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BALCONY	11 sqm
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APARTMENT 05,6	
LIVING	88 sqm
BALCONY	15 sqm
TOTAL	103 sqm

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PROPOSED MIXED- USE DEVELOPMENT

263- 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070

PROPOSED ELEVATIONS

Scale	AS SHOWN
Drawn	P
Date	11.11.25
Job No	2109
Dwg No	PA10

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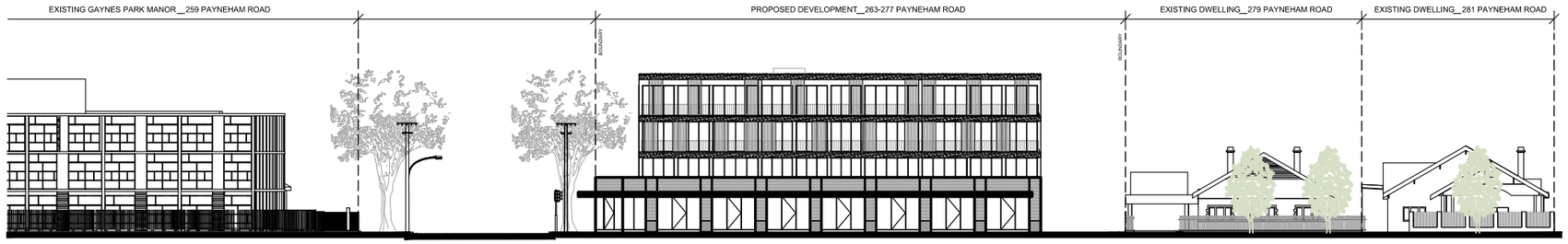

PROPOSED STREET ELEVATION - PAYNEHAM ROAD

1:500 @ A3



PROPOSED STREET ELEVATION - LAMBERT ROAD

1:500 @ A3

PLANNING

REV	Amendment	Date

BUILDING AREA SCHEDULE

GROUND FLOOR	708 sqm
CAR STACKER	246 sqm
LEVEL 01	
BUILDING	767 sqm
TERRACES	323 sqm
TOTAL	1090 sqm
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(INCLUDING BALCONIES)	822 sqm
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BALCONY	11 sqm
TOTAL	91 sqm
APARTMENT 05,6	
LIVING	88 sqm
BALCONY	15 sqm
TOTAL	103 sqm

BYLD

PROPOSED MIXED- USE DEVELOPMENT

263- 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070

STREET ELEVATIONS

Scale	AS SHOWN
Drawn	P
Date	11.11.25
Job No	2109
Dwg No	PA10A

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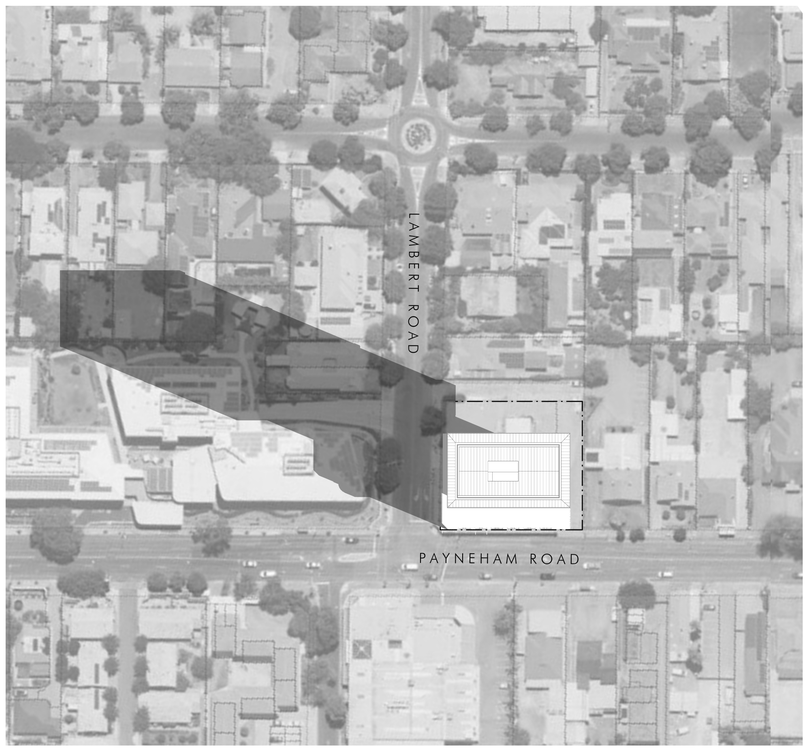

21ST JUNE - 9AM



21ST JUNE - 12PM



21ST JUNE -3PM

SHADOW DIAGRAMS
DEVELOPMENT PLAN CONSENT

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Attachment 1



DEVELOPMENT PLAN CONSENT

PROPOSED LEVEL 2 AND LEVEL 3 DIAGRAM

1 : 150

project no. 2109

drawing no. PA-07A

amendments

PROPOSED MIXED USE DEVELOPMENT

address: 263 - 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070
for: FP WHYALLA PTY LTD

drawn: DP
scale: 1 : 150
issue date: 19.12.23
revision:

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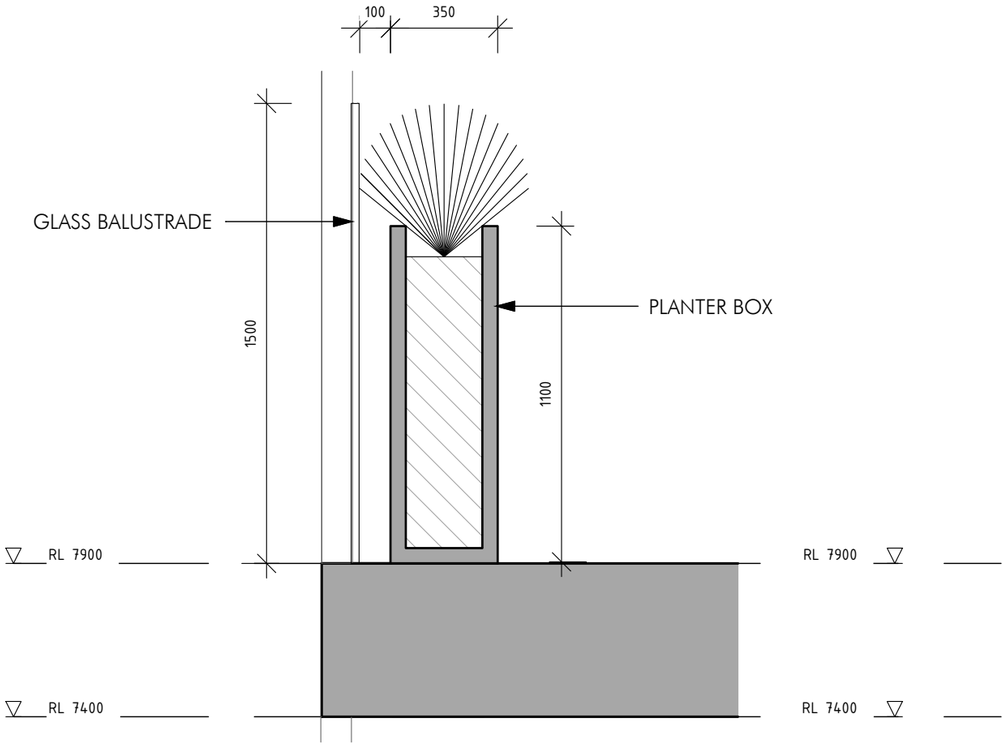
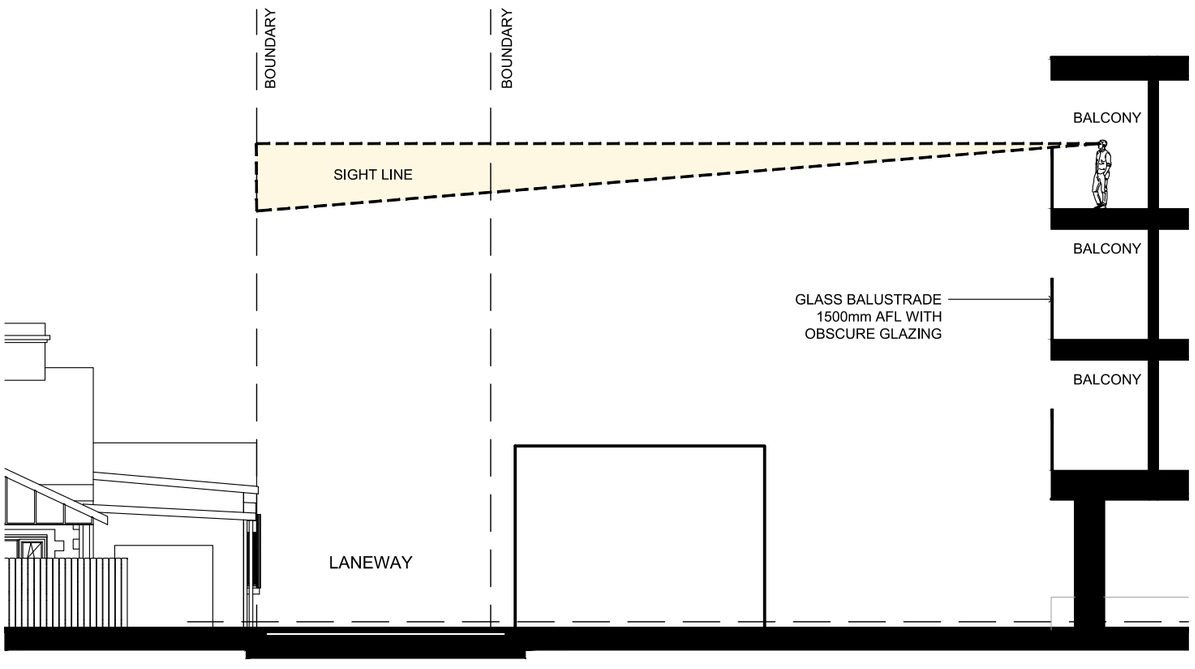


TYP PLANTER DETAIL

1:20 @ A3



SIGHT LINE DIAGRAM

1:150 @ A3

Attachment 1

PLANNING

REV	Amendment	Date

BUILDING AREA SCHEDULE

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TOTAL	220 sqm
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TOTAL	91 sqm
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BALCONY	15 sqm
TOTAL	103 sqm

BYLD

PROPOSED MIXED- USE DEVELOPMENT

263- 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070

DIAGRAMS

Scale	AS SHOWN
Drawn	P
Date	17.02.26
Job No	2109
Dwg No	PA10B

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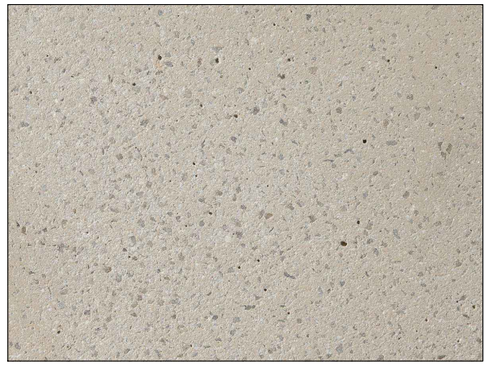

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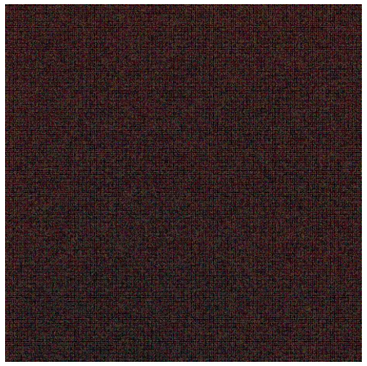

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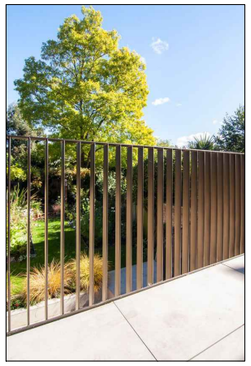

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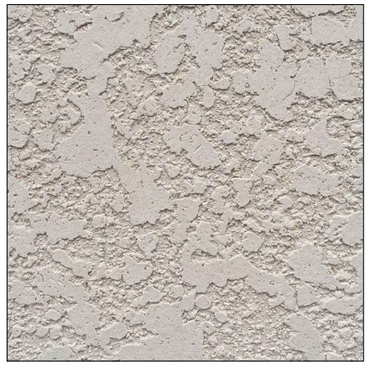


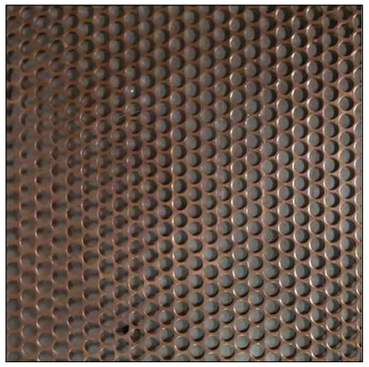
4.



5.



6.



7.

8.

MATERIALS AND FINISHES

1. PRECAST CONCRETE PANELS WITH COLOUR- THROUGH ETCHED FINISH AS SELECTED
2. BRONZE POWDER-COAT FINISH AS SELECTED TO WINDOWS/ DOORS, BALUSTRADES, CANOPIES
3. STEEL FLAT BAR BALUSTRADE AND GATES WITH POWDER-COAT FINISH（BRONZE OR SIMILAR AS SELECTED)
4. RENDERED FINISH TO FEATURE BRICK BASE- SAND OR SIMILAR COLOUR AS SELECTED
5. FACE BRICK AND PAVERS（LITTLEHAMPTON BRICKS AND PAVERS） COOL GREY WITH CHARACTER OR SIMILAR AS SELECTED
6. ALUMINIUM SLAT FEATURE SCREEN （COLORBOND POWDER-COAT GULLY OR SIMILAR AS SELECTED
7. PERFORATED METAL - BRONZE OR SIMILAR AS SELECTED
8. JAMES HARDIE EXOTEC PANEL CLADDING OR SIMILAR AS SELECTED WITH PAINTED FINISH- BRONZE OR SIMILAR AS SELECTED

PITEO



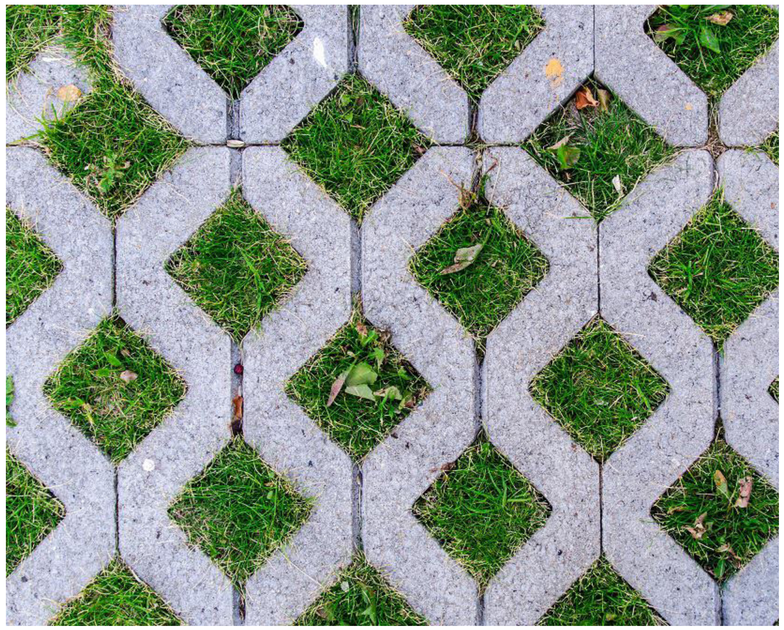
BOX HEDGING IN PLANTERBOX



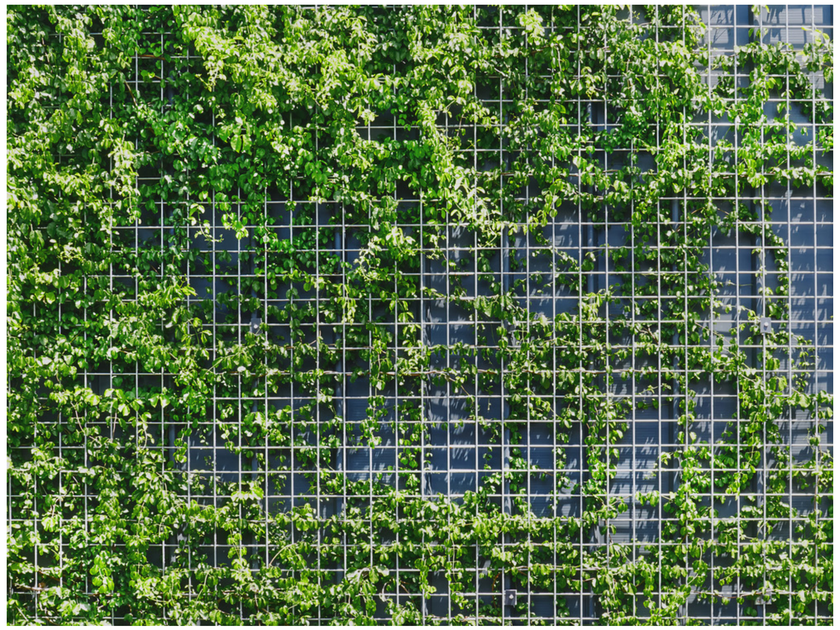
HYMENOSPORUM FLAVUM
NATIVE FRANGIPANI



LITTLE JESS, DANIELLA



PERMEABLE PAVING



BOSTON IVY ON STAINLESS STEEL WIRE MESH SYSTEM



PYRUS CALLERYANA “CAPITAL”
ORNAMENTAL PEAR

PLANTING
DEVELOPMENT PLAN CONSENT

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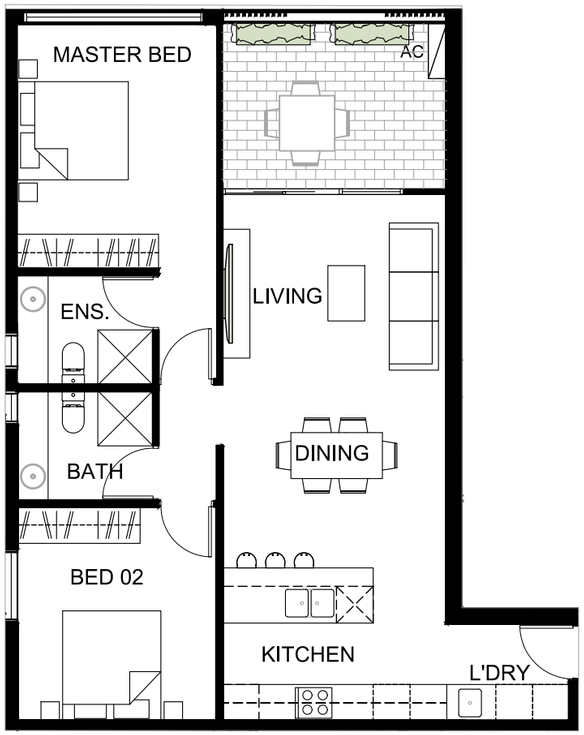
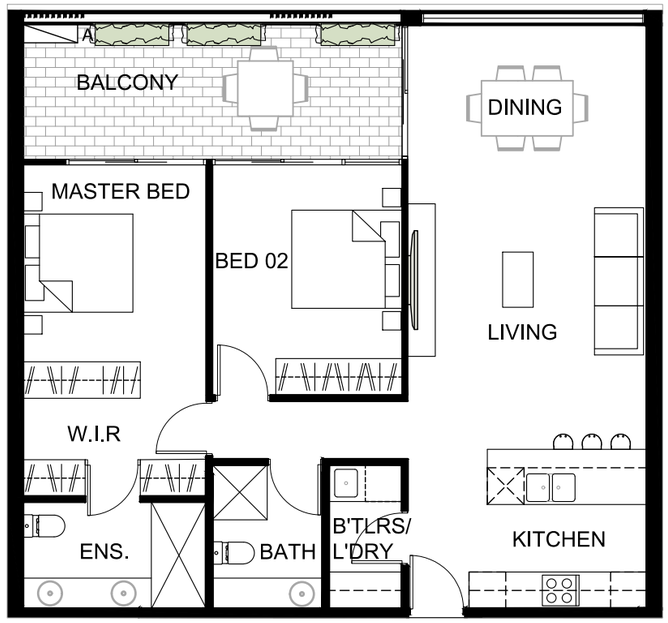


2 BED APARTMENT 07, 04 (TYP)
1:100 @ A3



2 BED APARTMENT 06, 05 (TYP)
1:100 @ A3



3 BED APARTMENT 01, 03 (TYP)
1:100 @ A3



3 BED APARTMENT 02 (TYP)
1:100 @ A3

Attachment 1

PLANNING

REV	Amendment	Date

BUILDING AREA SCHEDULE

GROUND FLOOR	708 sqm
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BUILDING	767 sqm
TERRACES	323 sqm
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TOTAL	220 sqm
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BALCONY	11 sqm
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BALCONY	15 sqm
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BYLD

PROPOSED MIXED- USE DEVELOPMENT

263- 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070

PROPOSED FLOOR PLANS

Scale	AS SHOWN
Drawn	P
Date	17.02.26
Job No	2109
Dwg No	PA12

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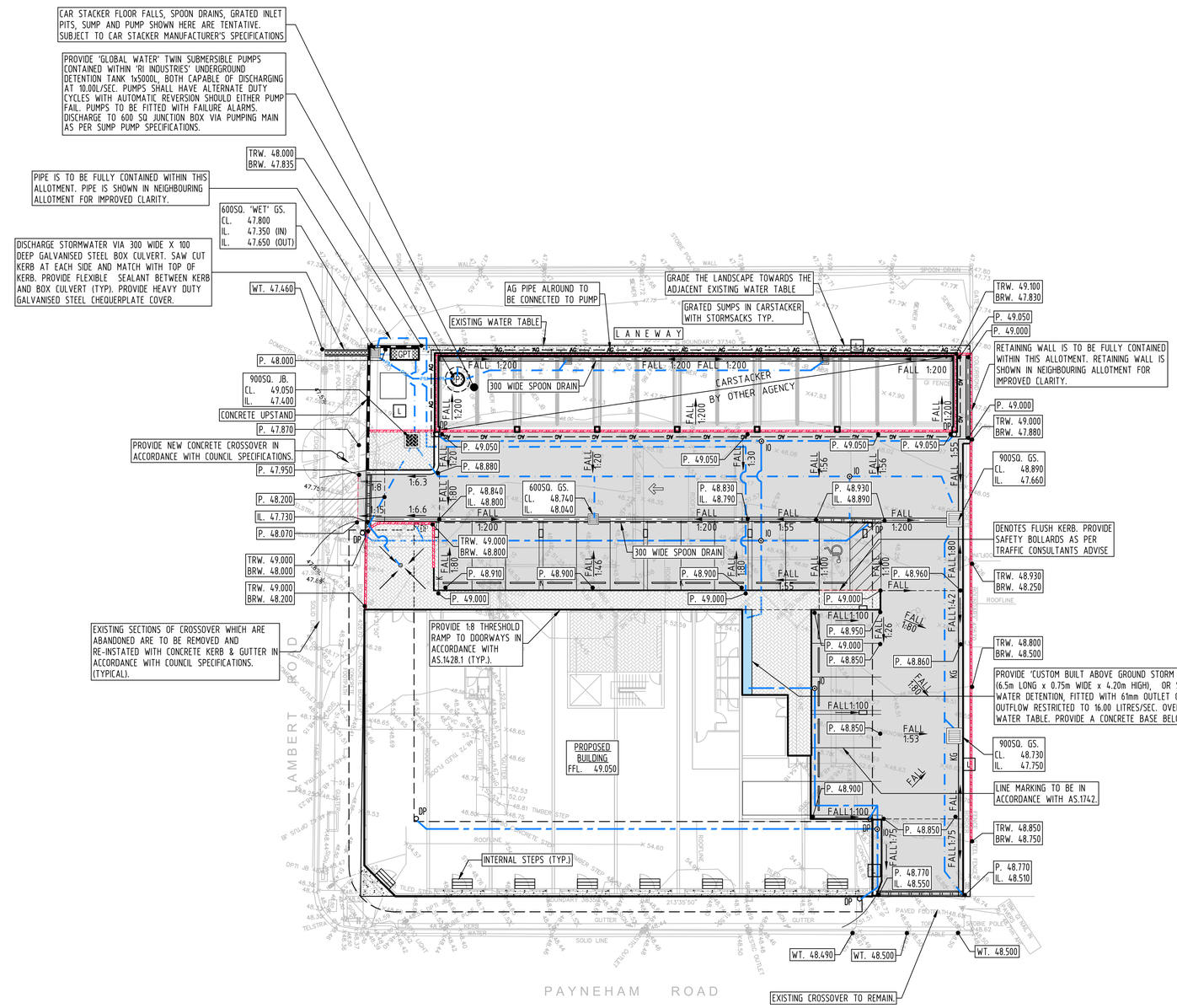

CIVIL PLAN - GROUND LEVEL
1:200

1 : 200 @ A1
0 2 4 6 8 10m

LEGEND

- SELECTED PAVEMENT
- SELECTED PAVEMENT
- L — LANDSCAPING / GRASSED AREA
- x 99.99 — EXISTING SPOT LEVEL
- EXISTING CONTOUR
- DESIGN CONTOUR
- K — CONCRETE KERB
- K&G — 100 HIGH CONCRETE KERB & GUTTER
- 300 WIDE CONCRETE SPOON DRAIN
- 300 WIDE GRATED TRENCH DRAIN
- CONCRETE UPSTAND (500 MAX)
- SELECTED RETAINING WALL
- PUMPING MAIN, AS PER SUMP PUMP SPEC.
- ø__ __ STORMWATER PIPE 1% MIN U.N.O.
- ø__ __ STORMWATER PIPE (SEALED) U.N.O.
- IO — SURFACE INSPECTION OPENING
- DP — SELECTED ø__ DOWNPIPE
- (GIP) ø90 GRATED INLET PIT
- (GS) 450SQ. GRATED SUMP (UNO)
- (GS) 600SQ. GRATED SUMP (UNO)
- (GS) 900SQ. GRATED SUMP (UNO)
- (JB) 600SQ. JUNCTION BOX (UNO)
- (JB) 900SQ. JUNCTION BOX (UNO)
- 99.89 — DESIGN LEVEL
- T.K. — TOP OF KERB.
- W.T. — WATER TABLE.
- P. — PAVEMENT.
- EX.P. — EXISTING PAVEMENT.
- T.R.W. — TOP OF RETAINING WALL.
- B.R.W. — BOTTOM OF RETAINING WALL. (PAV. / GROUND LEVEL)
- C.L. — COVER LEVEL
- I.L. — INVERT LEVEL
- F.F.L. — FINISHED FLOOR LEVEL
- B.L. — BENCH LEVEL
- N.S. — NATURAL SURFACE LEVEL
- S. — DESIGNED SURFACE LEVEL

NOTE:

THIS IS A PLANNING DRAWING ONLY. FURTHER ENGINEERING DESIGN INCLUDING SPECIFICATIONS, SIZING AND STORMWATER INVERTS TO BE PROVIDED PRIOR TO BUILDING RULES ASSESSMENT AND CONSTRUCTION.

THE LOCATION OF EXISTING STRUCTURES ADJACENT TO THE AREA OF CONSTRUCTION ARE TO BE CHECKED ON SITE BY THE BUILDER / CONTRACTOR. SHOULD A RISK OF POTENTIALLY UNDERMINING AN EXISTING STRUCTURE EXIST, THIS OFFICE IS TO BE NOTIFIED IMMEDIATELY.

BEWARE OF UNDERGROUND SERVICES. THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN. CONTRACTOR TO LOCATE AND CONFIRM DEPTH OF ALL EXISTING SERVICES PRIOR TO CONSTRUCTION.

No	REVISION	DRAWN	CHE'KD	DATE
PB	PLANNING ISSUE	PK	AG	03.11.25
PA	PLANNING ISSUE	PK	AG	21.10.25

PROJECT
PROPOSED NEW RETAIL / COMMERCIAL DEVELOPMENT
AT: 263-277 PAYNEHAM ROAD
ROYSTON PARK
FOR: FP WHYALLA PTY LTD

DRAWING TITLE
CIVIL PLAN - GROUND LEVEL

Civil, Geotechnical, Environmental, Structural, Mechanical, Electrical
Fire, Hydraulics, Forensic, Construction Assist, Vertical Transport
Adelaide Office: 08 8238 4100
Melbourne Office: 08 8238 4115
Riverland Office: 08 8582 3970
www.tmkeng.com.au

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DRAWN: PK
DATE: OCT'25
ENGINEER: PK
CHECKED: AG
DRAWING No. 2510191_C1/PB

STORMWATER CALCULATIONS
(SWC-B)

Client:	FP WHYALLA PTY LTD	**Job Number:**	2510191
Project:	PROPOSED NEW RETAIL / COMMERCIAL DEVELOPMENT	**Date:**	03/11/2025
Project Location:	263 – 277 PAYNEHAM ROAD ROYSTON PARK		

ATTACHMENTS:
SW1 – SW3 - Stormwater Detention Calculations, 'Critical Storm' Duration, Basement discharge.

DESIGN:
The allotment is approximately 2004m^2 of predeveloped including existing buildings with a total pre-development discharge of 36.80 L/s.

BUILDING:
100% of roof stormwater runoff is to be detained within a 20000 Litres above ground storage tank for minor and major storm events and discharged to street water table at 16.00 L/s.
Total required detention volume = 19528 Litres
Total proposed detention volume = 20000 Litres

SURFACE AND BASEMENT WATER:
All the surface storm water is un detained and is directed to GPT for water quality purposes to be discharged to street water table at a discharge rate of 20.77 L/s.

All the basement stormwater is un detained and is directed to GPT for water quality purposes to be discharged to street water table at a discharge rate of 10.00 L/s.

Total Pre-development discharge: 36.80L/s
Total Post-Development detained discharge: 16.00 L/s
Total Post-Development un detained discharge: 20.77 L/s
Total Post-Development discharge: 36.77 L/s

Proposed Treatment:

In addition a 'ECOSOL – RSF4200' pollutant separator provided for water quality purposes.

GENERAL NOTES:
1. These calculations are to be read in conjunction with the relevant associated Drawings, Footing Construction Report, Civil Drawings and / or details.

2. All work is to comply with relevant SAA Standards and Guides.
   AS 2200: *Design charts for water supply and sewerage*
   AS/NZS 3500: *Plumbing and drainage*
   AS 3798: *Guidelines on earthworks for commercial and residential developments*
   AS 4000:
   and *General conditions of contract*
   AS 2124:
   ARRB Special Report 35: Subsurface drainage of road structures
   Australian Rainfall and Run-off Volumes 1 and 2: A guide to flood estimation
   Austroads 2008 – Guide to pavement technology
   NAASRA 1987 – Pavement design
   Storm drainage design in small urban catchments: A handbook for Australian practice
   Water Sensitive Urban Design (WSUD) Engineering Procedure: Stormwater
   Water Services Association of Australia Code (WSAA).

For and on behalf of
TMK Consulting Engineers

PHANI KUMAR
SENIOR ENGINEER

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STORMWATER CALCULATIONS - PREDEVELOPMENT

MINOR STORM EVENT 10 % AEP

MAJOR STORM EVENT 1 % AEP

PRE-DEVELOPMENT:

1. CATCHMENT DETAILS

	Coefficient	Area (m^2)	Area (%)
Roof:	0.90	864	43
Paving:	0.75	1119	56
Landscaping:	0.30	21	1
Total Pre-Dev	**0.81**	**2004**	**100**

2. PRE-DEVELOPMENT SITE DISCHARGE

Design Storm Event	20	% AEP
Time of Concentration	5 min	
Run-off Coefficient (C)	0.81	
Rainfall Intensity	81.60	mm/hr
Catchment Area	2004	m^2
Allowable Discharge	**36.80**	**L/sec**

POST-DEVELOPMENT:

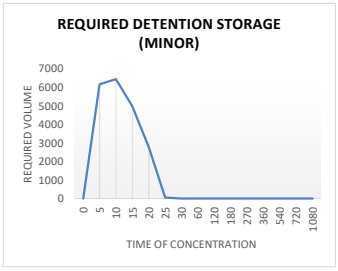
Proposed Detained:	Coefficient	Area (m^2)	Area (%)
Roof:	0.90	1464	70
Paving:	0.75	0	0
Landscaping:	0.30		0
	0.90	**1464**	**70**

Proposed Undetained:	Coefficient	Area (m^2)	Area (%)
Roof:	0.90	0	0
Paving:	0.75	537	26
Landscaping:	0.30	82	4
	0.69	**619**	30
Total Post-Dev	**0.84**	**2083**	**100**

3. REQUIRED DETENTION STORAGE - 10% AEP(MINOR STORM EVENT)

Design Storm Event	**10**	% AEP
Catchment Area to Detention	**1464**	m^2
Run-off Coefficient (Detained Areas)	**0.90**	
Discharge	**16.00**	L/sec

Time of Concentration (mins)	Rainfall Intesity (mm/hr)	Inflow (L/sec)	Outflow (L/sec)	Required Volume (L)
0	0	0	0	0
5	100.00	36.60	16.00	6180
10	73.10	26.75	16.00	6453
15	58.90	21.56	16.00	5002
20	50.00	18.30	16.00	2760
25	43.80	16.03	16.00	46
30	39.20	14.35	14.35	0
60	25.10	9.19	9.19	0
120	15.80	5.78	5.78	0
180	11.90	4.36	4.36	0
270	9.01	3.30	3.30	0
360	7.36	2.69	2.69	0
540	5.53	2.02	2.02	0
720	4.50	1.65	1.65	0
1080	3.35	1.23	1.23	0
Critical Detention Volume (L)				**6453**



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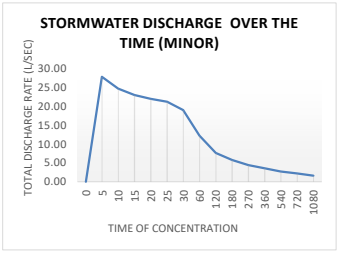
4. PROPOSED MAX DISCHARGE RATE - 10% AEP

Design Storm Event	10	% AEP
Run-off Coefficient (C) Undetained Area	0.69	
Catchment Area	619	m^2

Time of Concentration (mins)	Rainfall Intesity (mm/hr)	Undetained Discharge (L/sec)	Detained Discharge (L/sec)	Total Discharge (L/sec)
0	0	0	0.00	0.00
5	100.00	11.87	16.00	27.87
10	73.10	8.68	16.00	24.68
15	58.90	6.99	16.00	22.99
20	50.00	5.94	16.00	21.94
25	43.80	5.20	16.00	21.20
30	39.20	4.65	14.35	19.00
60	25.10	2.98	9.19	12.17
120	15.80	1.88	5.78	7.66
180	11.90	1.41	4.36	5.77
270	9.01	1.07	3.30	4.37
360	7.36	0.87	2.69	3.57
540	5.53	0.66	2.02	2.68
720	4.50	0.53	1.65	2.18
1080	3.35	0.40	1.23	1.62
Max Discharge Rate Minor Storm Event				**27.87**
Pre Development Flow				**36.80**
Flow rate satisfies				



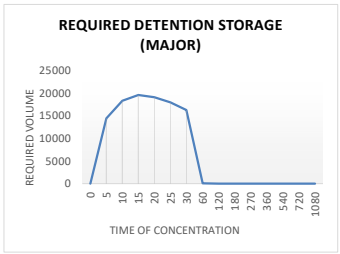
5. STORAGE SIZE AND ORIFICE RESTRICTOR SIZE - 10% AEP

Proposed Number of Detention Storage	1	
Detention Storage Required (Total)	6453	L
Detention Storage Required (Per Tank)	6453	L
Allowable discharge (Total)	16.00	L/sec
Allowable discharge (Per Orifice)	16.00	L/sec
Orifice Head	4.20	m
Required Orifice Diametre	**61**	**mm**

6. REQUIRED DETENTION STORAGE - 1% AEP (MAJOR STORM EVENT)

Design Storm Event	**1**	% AEP
Catchment Area to Detention	**1464**	m^2
Run-off Coefficient (Detained Areas)	**0.90**	
Discharge	**16.00**	L/sec

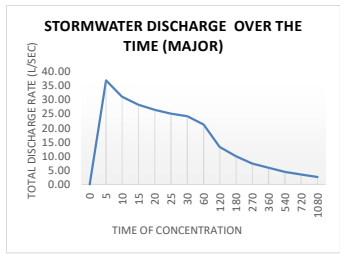
Time of Concentration (mins)	Rainfall Intesity (mm/hr)	Inflow (L/sec)	Outflow (L/sec)	Required Volume (L)
0	0	0	0	0
5	175.00	64.05	16.00	14415
10	127.00	46.48	16.00	18289
15	103.00	37.70	16.00	19528
20	87.10	31.88	16.00	19054
25	76.40	27.96	16.00	17944
30	68.40	25.03	16.00	16262
60	43.80	16.03	16.00	111
120	27.30	9.99	9.99	0
180	20.50	7.50	7.50	0
270	15.20	5.56	5.56	0
360	12.30	4.50	4.50	0
540	9.06	3.32	3.32	0
720	7.27	2.66	2.66	0
1080	5.30	1.94	1.94	0
Critical Detention Volume (L)				**19528**



7. PROPOSED MAX DISCHARGE RATE - 1% AEP

Design Storm Event	1	% AEP
Run-off Coefficient (C) Undetained Area	0.69	
Catchment Area	619	m^2

Time of Concentration (mins)	Rainfall Intesity (mm/hr)	Undetained Discharge (L/sec)	Detained Discharge (L/sec)	Total Discharge (L/sec)
0	0	0	0.00	0.00
5	175.00	20.77	16.00	36.77
10	127.00	15.08	16.00	31.08
15	103.00	12.23	16.00	28.23
20	87.10	10.34	16.00	26.34
25	76.40	9.07	16.00	25.07
30	68.40	8.12	16.00	24.12
60	43.80	5.20	16.00	21.20
120	27.30	3.24	9.99	13.23
180	20.50	2.43	7.50	9.94
270	15.20	1.80	5.56	7.37
360	12.30	1.46	4.50	5.96
540	9.06	1.08	3.32	4.39
720	7.27	0.86	2.66	3.52
1080	5.30	0.63	1.94	2.57
Max Discharge Rate				**36.77**
Pre Development Flow				**36.80**
Flow rate satisfies				



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8. STORAGE SIZE AND ORIFICE RESTRICTOR SIZE - 1% AEP

Proposed Number of Detention Storage	1	
Detention Storage Required (Total)	19528	L
Detention Storage Required (Per Tank)	19528	L
Allowable discharge (Total)	16.00	L/sec
Allowable discharge (Per Orifice)	16.00	L/sec
Orifice Head	4.20	m
Required Orifice Diametre	**61**	**mm**

9. OVERSIZED PIPE STORAGE VOLUME IF APPLICABLE

Pipe Diameter	0	mm
Pipe Length	0	m
EFFECTIVE VOLUME:	**0**	**L**

10. ABOVE GROUND DETENTION BASIN VOLUMES IF APPLICABLE

BASIN 1

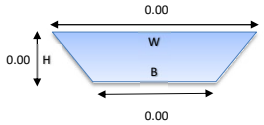
Area	0	m^2
Depth	0	m
BASIN VOLUME =	**0**	**L**

BASIN 2

Area	0	m^2
Depth	0	m
BASIN VOLUME =	**0**	**L**

11. SWALE VOLUMES IF APPLICABLE

Wide (W)	0.00	**m**
Base (B)	0.00	**m**
Height (H)	0.00	**m**
Length	0.00	**m**
SWALE VOLUME =	**0**	**L**



Total Basin Volume	0	**L**	
Total above ground storage	20000	**L**	(only tank volume not including oversized pipes ie. RI industries etc)
Total Swale volume	0		
Total Storage	20000	**L**	
Total Storage Required	19528	**L**	

Therefore,
Total storage volume required has been achieved.

Attachment 1

FUTURE URBAN



PLANNING REPORT

263-277 Payneham Road, Royston Park

Variation to Development Application 23020223

Prepared for:
Byld Pty Ltd

Date:
19.11.2025

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FUTURE URBAN

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APPENDIX 1. PROPOSED VARIATION PLANS
APPENDIX 2. TRAFFIC AND PARKING ASSESSMENT
APPENDIX 3. WASTE MANAGEMENT PLAN
APPENDIX 4. DNF & STAMPED PLANS DA 23020223

1. INTRODUCTION

This planning report relates to a proposal by the new owners of the land, Byld Pty Ltd (**the Applicant**), who intend to vary the development authorised in Development Application (**DA**) 23020223 by Order of the Environment, Resources and Development Court (**the Court**).

In preparing this report, we have:

- inspected the site and its immediate surroundings;
- identified and subsequently reviewed what we consider to be the most pertinent policies of the Planning and Design Code (**the Code**);
- had regard to the *Planning, Development and Infrastructure Act 2016* (**the Act**) and to the *Planning, Development and Infrastructure (General) Regulations 2017* (**the Regulations**);
- reviewed the Certificate of Title; and
- examined the amended architectural drawings prepared by, Piteo Architects in **Appendix 1**;
- reviewed the Traffic and Parking Assessment prepared by, MFY in **Appendix 2**;
- reviewed the Waste Management Plan prepared by, Colby Phillips Advisory in **Appendix 3**; and
- reviewed the Decision Notification Form and plans granted planning consent in DA 23020223 in **Appendix 4**.

2. DESCRIPTION OF PROPOSED VARIATIONS

2.1 Ground Floor Commercial

The internal layout of the ground floor has been refined, resulting in a modest reduction in commercial GLFA, broadly as follows:

- Approved GLFA: 792m²
- Proposed GLFA: 555m²

Table 2.1 *Building Level and Uses of Land*

Commercial Uses			
Building Level	**Tenancy Number**	**Use of Land**	Floor Area
Ground Floor	Tenancy 1	Restaurant	182m^2
	Tenancy 2	Office	176m^2
	Tenancy 3	Office	197m^2
TOTAL FLOOR AREA = 555m^2			

The reduction in GLFA is achieved through:

- A reduction in tenancy numbers from seven to three, with each new tenancy provided with a larger, more adaptable floor plate; and
- The reallocation of some ground floor area to accommodate additional at-grade car parking for commercial uses, bicycle parking, and bin storage for both commercial and residential components.

Despite the reduction in GLFA, the proposal retains active frontages to Payneham Road and Lambert Road, with flexible floor plates capable of accommodating a range of small-scale retail, office, café or similar land uses envisaged by the Suburban Main Street Zone.

2.2 Dwelling Yield

The approved development comprises **18 apartments**, being:

- 12 × three-bedroom dwellings; and
- 6 × two-bedroom dwellings,

for a total of **48 bedrooms**.

The variation seeks a **modest increase in yield** to **21 apartments** and **51 bedrooms** (an increase of 3 dwellings and 3 bedrooms overall). This is achieved entirely through internal reconfiguration of layouts and bedroom numbers, with no change to the approved building envelope, height or setbacks.

The revised mix is as follows:

Table 2.2 *Apartment / bedroom numbers across floor levels*

Residential Uses		
Building Level	**Number of Dwellings**	**Beds per Dwelling**
Level 1	7	4 x 2-bed and 3 x 3-bed
Level 2	7	4 x 2-bed and 3 x 3-bed
Level 3	7	4 x 2-bed and 3 x 3-bed
TOTALS	**21**	**51 beds**

The additional three dwellings and three bedrooms:

- Do not alter the approved height, bulk or massing of the building;
- Are fully contained within the existing external form; and
- Represent only a minor increase in residential intensity on a site that is already policy-supported for mixed use development.

When considered against the supporting Traffic and Parking Assessment, the modest increase in bedrooms is not expected to materially affect the demand for car parking or services beyond that already anticipated and can be comfortably accommodated within the proposed parking and access arrangements.

2.3 Car Parking

The most substantial physical amendment is the deletion of the approved basement level. In lieu of basement parking, the proposal incorporates a fully enclosed, three-tier mechanical car stacker system sited along the northern boundary of the site. In summary:

- The car stacker system accommodates 30 resident car parks and 7 employee car parks for non-residential uses.
- The car stacker and associated parking are entirely contained within a high-quality masonry building located at the rear of the site, measuring approximately 41.41 metres in length and 4.32 metres in height, with landscaping provided along the northern edge to soften views from the laneway.
- An additional 4 at-grade car parking spaces are provided (an increase from 14 to 18 spaces) on the eastern side of the building, together with additional bicycle parking.
- Vehicle access and egress remain via Payneham Road and Lambert Road respectively, in the same locations as previously approved, with no additional or relocated crossovers.
- The functional characteristics of access and egress (i.e. entry points, swept paths and general traffic distribution) remain broadly consistent with the approved development.

The deletion of the basement significantly reduces excavation, construction complexity and potential interface issues with adjoining properties, while maintaining an efficient and policy-consistent on-site car parking outcome.

3. PROCEDURAL MATTERS

At the time of writing this report the relevant version of the Planning and Design Code ('Code') was gazetted and subsequently consolidated on October 23, 2025 (Version 2025.20).

3.1 Variation

Pursuant to Section 128 of the Act, we confirm that the development authorisation for the original approval is operative until December 23, 2026.

3.2 Verification

The site is within the Suburban Main Street Zone (**Zone**).

For the purposes of Regulation 31(1)(a), (b) and (c) of the PDI Regulations, the following applies:

Table 3.1 *Verification snapshot*

Verification matter	Comment
Nature of Development	Variation to application ID 23020223 involving: • Reduction of building height by 200mm • Reduction of commercial floor area by 240m^2 • Increase of apartments from 18 to 21 • Deletion of Basement level
Elements	Variation – undefined Outbuilding
Category of Development	Code Assessed – Performance Assessed
Relevant Authority	Council Assessment Panel at the City of Norwood, Payneham and St Peters

3.3 Referrals

The site is captured by the following overlays that may require a referral, pursuant to Section 122(1) of the *Act*, in accordance with Regulation 41(1) to a body prescribed in Schedule 9 of the *Regulations*.

We submit the following comments in relation to the relevant referral triggers of each overlay:

Table 3.2 *Referral triggers*

Overlay	Referral (Y/N)	Comment
Airport Building Heights (Regulated) (All structures over 45m)	No	N/A
Advertising Near Signalised Intersections	No	N/A

Traffic Generating Development	No	N/A
Urban Transport Routes	Yes	Procedural Matters Table (c): The proposal will increase the frequency of movements through the existing vehicle 'access' to Payneham Road.

3.4 Public Notification

Pursuant to Section 107(6) of the *Act*, the Code may exclude specified classes of development from the requirement to undergo public consultation. Accordingly, Table 5 of the Zone provides the following:

Table 3.3 *Table 5 – Procedural Matters (excerpt)*

Class of Development (Column A)	**Exceptions (Column B)**
3. Any development involving any of the following (or of any combination of any of the following): (f) dwelling located above a non-residential building level (i) office (k) shop	Except development that exceeds the maximum building height specified in Suburban Main Street Zone DTS/DPF 3.1 or does not satisfy any of the following: 1. Suburban Main Street Zone DTS/DPF 3.2. 2. Suburban Main Street Zone DTS/DPF 3.3
4. Any development involving any of the following (or of any combination of any of the following): (g) outbuilding	None specified.

The proposed variation involves a minor reduction to the overall heigh of the main building (measured to the top of the parapet) by 200mm and therefore remains entirely within the interface height building envelopes provided in Zone DTS/DPF 3.2 and 3.3.

The building which houses the car stacker system is properly defined as an outbuilding. Pursuant to Item 4, an outbuilding is excluded from notification with no exceptions listed. We further note that the outbuilding fits entirely within the interface height building envelopes provided in Zone DTS/DPF 3.2 and 3.3.

Having established the above, we submit that the proposal is exempt from the notification requirements prescribed in Section 107(3) of the *Act*.

4. ASSESSMENT AGAINST PLANNING AND DESIGN CODE

4.2 Land Use and Intensity

The land use outcome remains a mixed-use building, incorporating:

- Ground floor commercial / non-residential land uses; and
- Residential apartments above.

The variation:

- Results in a modest increase in dwelling numbers, from 18 to 21;
- Reduces ground floor commercial GLFA from the approved level to 555m²; and
- Does not introduce any new land uses beyond those contemplated under the original approval.

Overall, the proposal maintains the intended mixed-use character of the development, with a slight shift in balance towards residential use and a modest reduction in commercial floor area. In this context, the overall scale and intensity of activity on the site remains consistent with that previously deemed acceptable and is not expected to generate additional off-site impacts in terms of traffic, parking or general amenity.

4.1 Residential Amenity

The internal reconfiguration of apartments is designed to maintain or improve overall residential amenity, including:

- Functional layouts that optimise living areas for natural light, outlook and efficient internal circulation.
- Retention of adequate private open space in the form of balconies which meet or exceed the standard minimum dimensions and total areas relative to the number of bedrooms, together with appropriate storage and service areas.
- Appropriate separation between habitable rooms and potential noise sources such as the car stacker and ground floor commercial tenancies, supported by building fabric and fit-out measures to manage acoustic impacts as required at Building Rules consent stage.
- The provision of obscure glass balustrades (1.5m high) to north-facing balconies to maintain privacy for both occupants and neighbouring properties, while still allowing access to daylight.

Collectively, these measures ensure the revised apartment layouts continue to deliver a high level of internal and external amenity consistent with the expectations of the Planning and Design Code.

4.2 Built Form, Height, Setbacks and Interface

The deletion of the basement and installation of a car stacker occur entirely within the previously approved building envelope. Consequently:

- Building height (in levels) is unchanged;
- The building height (in metres) is reduced by 200mm
- Primary front, side and rear setbacks are unchanged; and

- Overshadowing and overlooking outcomes remain consistent with those previously assessed and accepted by the. Council Assessment Panel.

The reduction in commercial GLFA does not compromise the activation of the ground floor. Transparent glazing, entrances and a fine-grain shopfront rhythm are retained, maintaining a high-quality presentation to the public realm and consistency with relevant Performance Outcomes and Designated Performance Features relating to street interface and active frontages.

4.3 Traffic, Access and Parking

This section should be read in conjunction with the Traffic and Parking Assessment prepared by MFY Pty Ltd, dated 11 November 2025.

4.3.1 Access Arrangements

The proposal continues to adopt a simple, legible access arrangement:

- **Ingress** via Payneham Road using the existing crossover at the north-eastern end of the site.
- **Egress** via a new crossover to Lambert Road, located to maximise separation from the Payneham Road / Lambert Road signalised intersection.

Key points:

- The Payneham Road access is one-way (entry only) and is designed in accordance with AS/NZS 2890.1, including clearance to building elements and fencing.
- A vehicle turning right into the site from Payneham Road can be stored within the taper of the existing channelised right-turn lane as was the arrangement in the original approval (refer page 3 of 10 in MFY report dated 18 March 2024), providing some protection and maintaining free-flowing through-traffic on Payneham Road.
- The Lambert Road egress meets Safe Intersection Sight Distance (SISD) and pedestrian sight distance requirements, with sightlines demonstrated in MFY's figures.

All vehicles (including waste and service vehicles) can enter and exit the site in a forward direction, with swept paths contained entirely within the development footprint.

4.3.2 Car Parking Provision and Design

The variation provides:

- 37 spaces within the Klaus Trend Vario 6300 triple-stacker system
  - » two banks: one with 7 bays × 3 high, and one with 6 bays × 3 high
  - » allowing for sliding platforms, this yields 37 usable parking spaces
- 18 at-grade spaces, including one space for people with disabilities
- Total on-site provision: 55 spaces.

The at-grade parking is designed to comply with AS/NZS 2890.1:2004, including:

- 2.6m wide × 5.4m long spaces
- Aisles at least 6.3m wide

- An additional 300mm clearance to raised obstructions
- Columns located clear of the vehicle design envelope (AS/NZS 2890.1 Figure 5.2)

Bicycle parking is also provided consistent with Code rates for designated areas, with 18 bicycle spaces proposed against a requirement of 10, thereby exceeding policy expectations.

4.3.3 Parking Demand

The site is located within the Suburban Main Street Zone. As a result, the commercial component is assessed under Table 2 – Designated Areas of the Transport, Access and Parking Assessment Provisions, however, the residential component is assessed under Table 1 – General Off-Street Parking.

MFY have applied the Code rates as follows:

- Commercial:
  - 3–6 spaces per 100m² GLFA
  - For 555m² GLFA, this equates to **17–33 spaces**.
- Residential:
  - 1 space per dwelling with 1–2 bedrooms
  - 2 spaces per dwelling with 3 bedrooms
  - 0.33 spaces per dwelling for visitors

For 12 × 2-bed and 9 × 3-bed apartments, this equates to:

- 30 resident spaces
- 7 visitor spaces

Residents are to be allocated spaces within the car stacker system, which provides 37 spaces – sufficient for all 30 resident spaces plus 7 staff spaces for the commercial tenancies.

The remaining demand (retail + visitors) is between 24 and 40 spaces, depending on the commercial mix and time of day. The development provides 25 spaces for this component (a mix of stacker and at-grade), which meets the minimum Code requirement. Shared parking between visitors and retail customers is enabled by differing peak periods (daytime retail vs residential evening peaks).

On this basis, the MFY assessment concludes that the proposal satisfies the car parking requirements for both vehicles and bicycles.

4.3.4 Waste Collection Vehicle Movements

All waste collection is contained within the site boundary, as follows:

- Rear-lift collection trucks enter from Payneham Road in a forward direction.
- Trucks temporarily stand within the internal circulation area adjacent to the bin enclosures, in a location specifically designed and dimensioned so that cars can continue to circulate through the site and pass the stationary truck. While a small number of bays may be temporarily unavailable during collection, the main circulation aisle remains unobstructed.

- Trucks then exit in a forward direction to Lambert Road, avoiding any reversing to or from the public road network.

Truck swept paths prepared by MFY confirm that a 10m rear-lift refuse vehicle can safely enter, stand for collection, be passed by a circulating passenger vehicle, manoeuvre within, and exit the site in a forward direction, with all movements contained on-site. This arrangement is consistent with, and in some respects improves upon, that previously accepted by the CAP.

Collection times will be scheduled to:

- Avoid peak on-site traffic periods;
- Comply with relevant **EPA noise requirements**; and
- Minimise any short-term interaction with customer parking.

Accordingly, the waste collection strategy maintains a safe and efficient on-site parking and circulation layout, consistent with the Transport, Access and Parking provisions and the arrangements previously considered acceptable by the Council Assessment Panel.

5. CONCLUSION

In the context of the original approval, the proposed variations are modest, contained within the approved building envelope and, in several respects, beneficial. The development:

- Maintains the approved mixed-use form with only a minor shift in balance towards residential use;
- Does not increase building height, massing or off-site impacts; and
- Replaces the basement with a practical, fully enclosed mechanical parking solution that improves constructability and internal functionality.

Accordingly, the varied proposal:

- Continues to satisfy the relevant provisions of the Code as previously considered by the CAP;
- Does not introduce any additional unreasonable impacts on the locality; and
- Is, in our view, appropriate for planning consent by the Council Assessment Panel of the City of Norwood Payneham and St Peters.

APPENDIX 1. *PROPOSED VARIATION PLANS*

APPENDIX 2. *TRAFFIC AND PARKING ASSESSMENT*

APPENDIX 3. *WASTE MANAGEMENT PLAN*

APPENDIX 4. *DNF & STAMPED PLANS DA 23020223*

MLM/23-0238

11 November 2025

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Mr. Jason Cattonar
Future Urban Group
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Dear Jason,

MIXED USE DEVELOPMENT, 263-277 PAYNEHAM ROAD, ROYSTON PARK

We refer to the proposed mixed-use development at 263-277 Payneham Road, Royston Park. A mixed-use development which included basement parking was previously approved on this site.

Design development of the project has identified viability constraints due primarily to the construction of the basement. An alternative proposal has therefore been developed to provide for at-grade parking to service a mixed-use development on the site. The current proposal also includes minor changes to the access and a reduction in tenancy area at the ground level, as well as modifications to the dwellings.

This report details the traffic and parking implications associated with the proposed design. The assessment has been based on Piteo Architects' Proposed Floor Plans (Dwg No. 2109 PA02) dated 12 August 2025.

1 SUBJECT SITE

The subject site has frontages to Lambert Road to the southwest, Payneham Road to the southeast and a lane to the northwest. It was previously occupied by a mixed-use development which ceased operation in 2021.

1.1 ROAD NETWORK

Payneham Road is an arterial road in the care and control of the Commissioner of Highways. It has an annual average daily traffic (AADT) volume in the order of 33,600 vehicles. The road includes a four-lane carriageway with bicycle lanes in each direction which terminate on the approach to Lambert Road.

Lambert Road is in the care and control of the City of Norwood, Payneham and St Peters. It has an annual average daily traffic (AADT) volume in the order of 2,200 vehicles.

Payneham Road and Lambert Road form an intersection adjacent to the site. This intersection is treated with a traffic signal. The right turn movement from Payneham Road is treated with a channelised right turn lane which develops along the frontage of the subject site.

The lane to the northwest of the site provides access to a commercial facility. The lane forms an intersection with Lambert Road at which all movements are permitted.

1.2 ACCESS

Access to the subject site is currently available via Lambert Road, Payneham Road and the lane. The access on Payneham Road is located at the northeastern end of the site and was previously utilised as an egress. The access on Lambert Road is located approximately 20 m from the Payneham Road/Lambert Road intersection and permits all movements to/from the site.

2 PROPOSAL

The proposed mixed-use development includes the following components:

- 12 two-bedroom apartments;
- nine three-bedroom apartments; and
- three retail tenancies with a total net leasable area of 555 m^2.

2.1 ACCESS

The development is proposed to be accessed via an ingress on Payneham Road at the existing access location and a new crossover on Lambert Road which will cater for egress movements. These access points will be designed in accordance with Australian/New Zealand Standard, *Parking Facilities Part 1: Off-street car parking (AS/NZS 2890.1:2004).*

The Payneham Road access will provide for one-way traffic movements and associated clearance to the building and fence in accordance with the requirements of AS/NZS2890.1:2004. While the proposal does not include any provision for a channelised turn facility to be created (due to the constraints on Payneham Road), a vehicle waiting to turn right into the site will be stored within the taper of the channelised right-turn lane, thus providing some protection for the vehicle and maintaining free flowing traffic in the through lane on Payneham Road as shown in Figure 1.

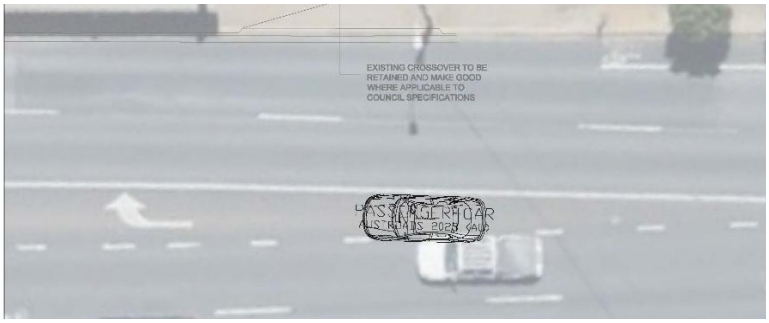

Figure 1: A car stored within channelised turn taper while waiting to turn right to the site

The proposed access on Lambert Road has been located to maximise the separation to the Payneham Road/Lambert Road intersection. The access will meet the Safe Intersection Sight Distance (SISD) criteria for a vehicle exiting the site as shown in Figure 2.



Figure 2: SISD criteria will be met at the proposed Lambert Road access

The access will also be designed to comply with the pedestrian sight distance requirements as shown in Figure 3.



Figure 3: Pedestrian sight distance criteria will be met at the access

2.2 CAR PARK

The proposed car park will include the Klaus Trend Vario 6300 system which provides for a triple stacked system. Two stackers will be used, one with seven bays stacked 3 high and one with 6 bays stacked 3 high. Allowing for a sliding platform in each system provides for a total of 37 vehicles. In addition, 18 at-grade parking spaces will be provided. Accordingly, there will be a total of 55 parking spaces in the development.

While car stackers are not discussed in AS/NZS 2890.1:2004, the system will be installed in accordance with its specifications which have been developed based on field testing.

The at-grade parking spaces will comply with AS/NZS 2890.1:2004 and will include the following properties:

- spaces will be 2.6 m wide;
- spaces will be 5.4 m long;
- parking aisles will be at least 6.3 m wide;
- additional 300 mm clearance will be provided to raised obstructions; and
- columns will be located clear of the vehicle design envelope in accordance with Figure 5.2 in the Standard.

The car park will include one parking space for people with disabilities. This space will be designed in accordance with Australian Standard, *Parking Facilities Part 6: Off-street parking for people with disabilities (AS 2890.6:2022)* in that it will be 2.4 m with a 2.4 m wide adjacent shared space.

Additional bicycle parking facilities are also proposed for the development and are illustrated on the plans.

2.3 LOADING

Refuse collection for the development will occur within the site. The reduction in the proposed building footprint on the site will provide for refuse vehicles to enter the site via Payneham Road and exit via Lambert Road in a forward direction as shown in Figure 4.

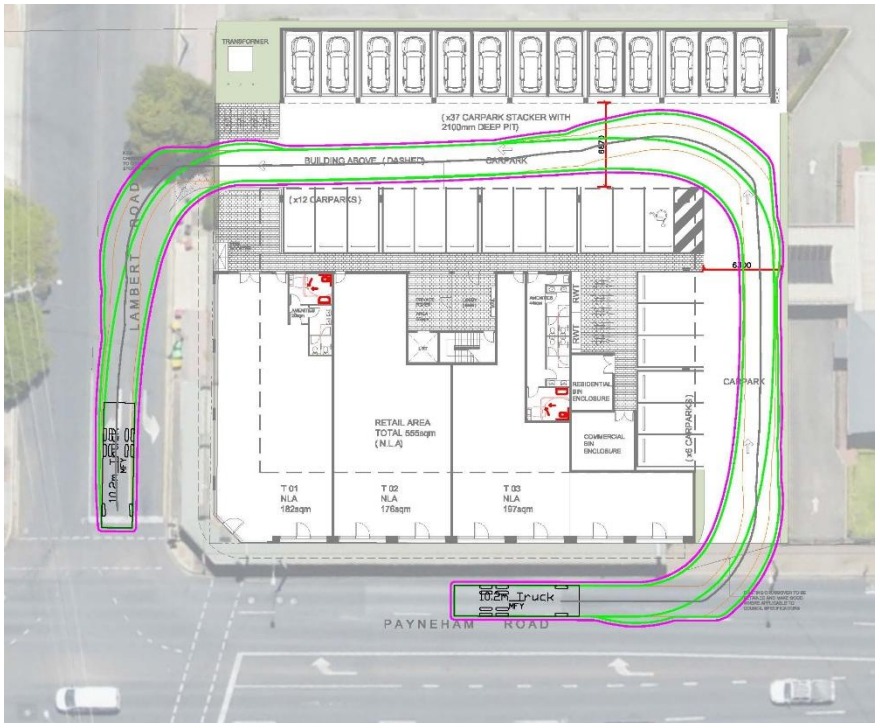

Figure 4: Refuse vehicles entering the site via Payneham Road and exiting the site via Lambert Road

Deliveries to the retail tenancies will typically occur in small rigid vehicles which will be parked within a parking space and therefore will not obstruct general traffic movements. Refuse and larger delivery vehicles would be parked within the northern aisle. Drivers entering the site will be able to pass a truck in the aisle, as illustrated in Figure 5.

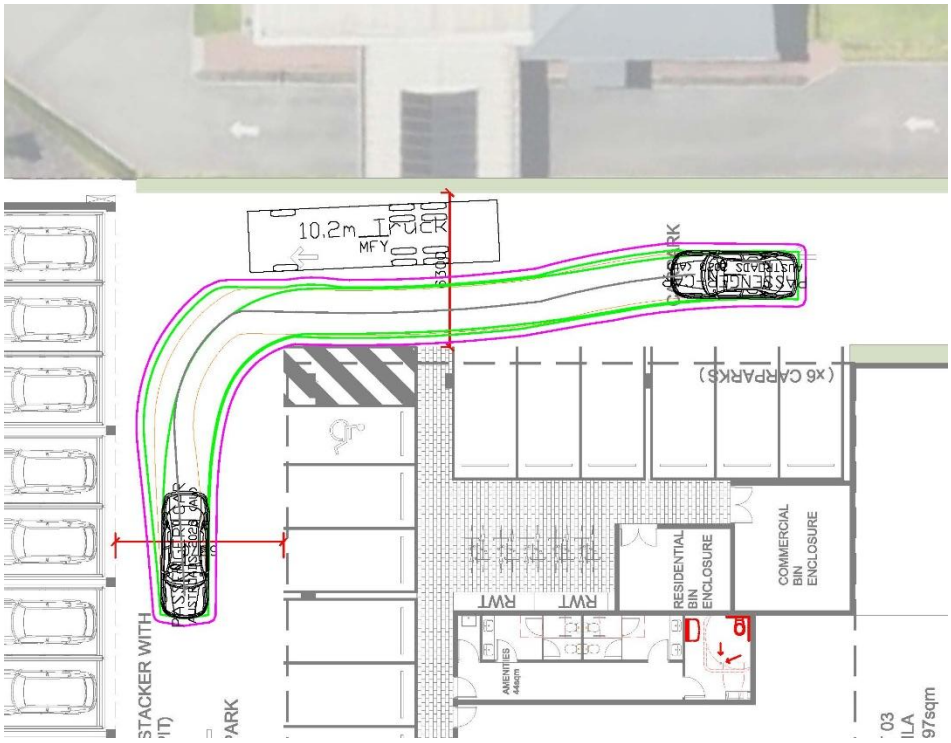

Figure 5: Vehicle entering the site adjacent a parked truck

While there would be a short-term obstruction to three parking spaces, refuse collection will not occur during the peak retail demand period and hence there will be minimal inconvenience for customers as a result of the parked truck.

3 PARKING ASSESSMENT

The subject site is located within the Suburban Main Street Zone which means the commercial component of the mixed-use development is within a Designated Zone (and hence Table 2 of the Transport, Access and Parking Assessment Provisions applies) but the General Off-Street Parking requirements (Table 1) applies to the residential component.

Whether a site is a designated area (or otherwise) relates to whether other convenient forms of transport are available to result in a reduced parking demand. MFY had previously provided advice that it would be unusual that a site was a designated area for one land use but not an alternative land use and had applied the rates in Table 2 for the proposal.

Notwithstanding the anomaly on the PDC, should the site be assessed in accordance with the recommendations of the specific zone, the following rates would apply:

- three to six spaces per 100 m^2 of gross leasable floor area (GLFA) for a non-residential use;
- one space per dwelling with one or two bedrooms in a residential flat building;
- two spaces per dwelling with three bedrooms in a residential flat building; and
- 0.33 spaces per dwelling for visitor parking.

Based on the rates in the PDC, the current proposal will include the following requirements:

- between 17 and 33 spaces for the retail tenancies;
- 30 spaces for residents; and
- seven spaces for visitors.

Residents will be allocated parking within the car stackers. There will be 37 car stacker spaces available which would satisfy the requirement for resident spaces plus seven staff associated with the retail tenancies. The retail tenancies and residential visitors will have a combined requirement for 24 to 40 spaces (including staff). The parking demand for retail tenancies and visitors will not occur at the same time and, therefore, there would be opportunities for shared parking. Notwithstanding, the proposal includes 25 parking spaces, of which seven would be in car stackers. Such a provision will satisfy the minimum requirement identified using the PDC rates.

The PDC identifies the following bicycle parking requirements for designated areas:

- one space for every four dwellings for residents plus one space for every ten dwellings for visitors for a residential component of a multi-storey building; and
- one space for every 300 m^2 of gross leasable floor area plus one space for every 600 m^2 of gross leasable floor area for customers for a shop.

Based on the above, the proposal will require a provision of ten spaces. The proposal identifies eighteen bicycle parking spaces.

4 TRAFFIC

The Transport for New South Wales Guide to Transport Impact Assessments (GTIA) identifies the following traffic generation rates for medium density dwellings:

- am peak hour: 0.39 trips per hour; and
- pm peak hour: 0.41 trips per hour.

The GTIA also provides traffic generation rates for shopping centres, albeit these rates are likely to be lower for small retail tenancies. Nonetheless, if the rates identified in the GTIA for peak commuter periods on a weekday for a shopping centre, the following rates would apply:

- am peak hour – 1.99 trips per 100m^2; and
- pm peak hour – 3.83 trips per 100m^2.

Adopting the above rates, the proposal will generate approximately 10 trips in the am peak hour and 20 trips in the pm peak hour.

It is anticipated that majority of the development traffic will access the site via Payneham Road. Based on current turning volumes at the intersection of Payneham Road, a distribution of 70% to/from the south and 30% to/from the north is anticipated on Payneham Road.

With regard to the entry/exit distribution, the following volumes are anticipated:

- Residential: 20% in and 80% out in the am peak hour and vice versa in the pm peak hour;
- Restaurant: 90% in and 10% out in the am peak hour and 70% in and 30% out in the pm peak hour; and

Figure 6 identifies the forecast turning movements at the proposed access points and on the adjacent road network.

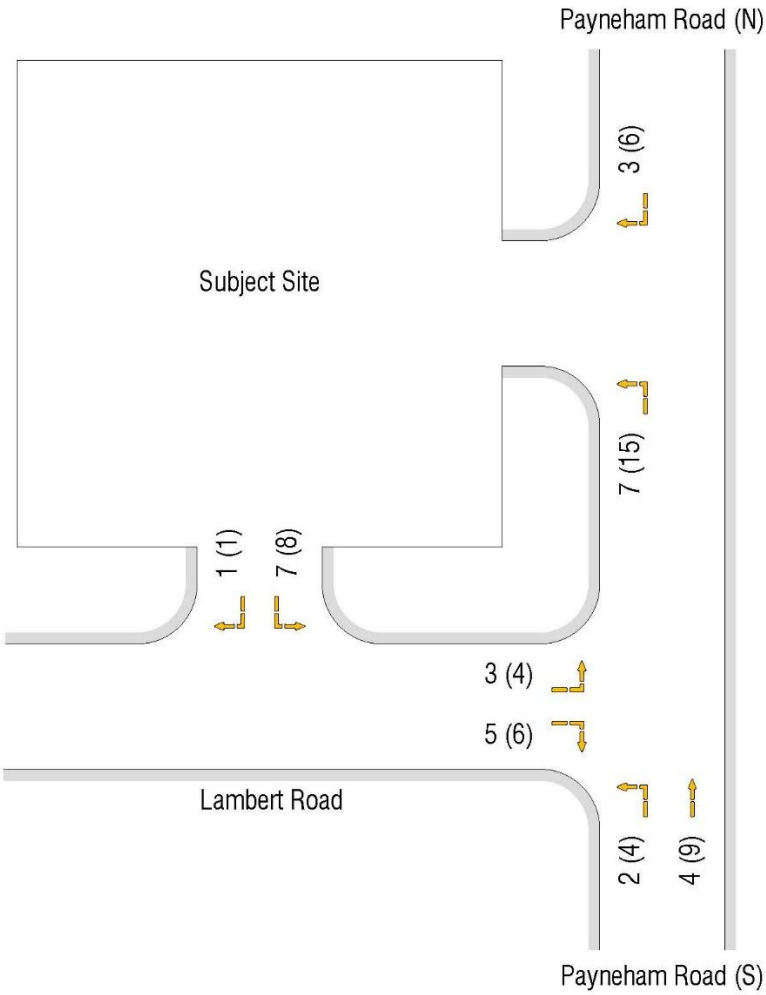

Figure 6: Forecast turning volumes am (pm)

The above volumes are low and will have no impact on the nature and function of the adjacent road network.

The volumes distributing via the Payneham Road/Lambert Road intersection are equivalent to approximately 1.5% of the existing traffic at the intersection, which is within the 5% daily fluctuation encountered on arterial roads. The proposed development will, therefore, have negligible impact on the functionality of the intersection.

Further, the forecast volume of right turning vehicles from Payneham Road is minimal and it will be expected that only one vehicle will be propped to store right at any one time. Accordingly, right turning drivers will be stored within the existing channelised turn lane and will not impact on southbound traffic on Payneham Road.

5 SUMMARY

The proposed development will be designed to be safe and convenient for all users. Importantly, all vehicles will be able to enter and exit the site in a forward direction and service vehicles will not impact accessibility within the car park.

The proposed car park will be designed in accordance with the relevant Australian Standards and will satisfy the PDC requirement in respect to parking provision, both as it relates to vehicles and bicycles.

The forecast volumes generated by the development will be low and will be readily accommodated on the adjacent road network and at the Payneham Road/Lambert Road signalised intersection. Further, there will be no change to the nature and function of adjacent roads as a result of the proposal.

Yours sincerely,
MFY PTY LTD

MELISSA MELLEN
Director

BUSINESS WOMEN'S AWARDS
2010 NATIONAL WINNER
2010 TELSTRA SOUTH AUSTRALIAN BUSINESS WOMAN OF THE YEAR

263-277 Payneham Road, Royston Park

Waste Management Plan

Date: 11 November 2025

Prepared for:

Piteo Architects

Colby Phillips Advisory Pty Ltd

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Rev.	*Date*	*Description*	*Doc No./Name*	*Originator*	*Approved*
0	18May2023	For Lodgement	WMP	JPH	DP
1	28Feb24	Updated site layout	WMP	JPH	DP
2	29Feb24	Minor amendments	WMP	JPH	JC
3	19Mar24	Carpark adjustments	WMP	JPH	JPH
4	31Oct25	New site layout	WMP	JPH	JPH
5	11Nov25	Minor adjustment	WMP	JPH	JPH

Distribution List

Paul Piteo Piteo Architects

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1 INTRODUCTION

This document presents a Waste Management Plan (WMP) for the proposed multi-storey mixed used property at 263-277 Payneham Road, Royston Park (the "Development"). The Development is in the City of Norwood Payneham St Peters (Council).

The WMP explains how the Development can manage waste effectively to achieve regulatory requirements and desired design and operating objectives, including those recommended by the South Australian Better Practice Guide (State Guideline) (Zero Waste SA, 2014) for waste management in this type of development. The residential component of the waste system has been designed to comply with EastWaste's guideline document "Waste Management and Services Guide for Multi-Unit Dwellings". The requirements of the South Australian Planning and Design Code have also been considered and addressed in Section 5. The WMP should be read in conjunction with other planning approval documentation for the Development.

2 DEVELOPMENT DESCRIPTION

The Development is proposed to be a mixed-use multi-storey precinct consisting of three flexible commercial tenancies plus 21 x 2- and 3-bedroom residential dwellings. It is anticipated that a variety of business types could be accommodated in the commercial tenancies. The make-up of the commercial tenants will be determined later once the building becomes operational. The site is being developed with one anchor tenant, a Fasta Pasta family restaurant, proposed for the nominal 182 m^2 NLA Tenancy 1. The waste management system has been developed based on the project drawings (2109-PA02 and PA04, received 03 Nov 2025).

Table 2.1 includes the area for each of the tenancies as well as the recommended Waste Resource Generation Rate (WRGR) classification based on the State Guideline (Zero Waste SA, 2014). The Land Use Types are selected to provide a variety of flexible uses and ensure that waste can be adequately managed for a range of tenancy types. These are subject to change as the site approaches operation.

Figure 2-1 reproduces the site plan (and provides an overview of the proposed waste management arrangements described later in the waste management plan). The Development has frontage onto Payneham Road, with vehicle entry access from Payneham Road and exiting to Lambert Road. It is proposed that all waste vehicles will enter from Payneham Road and exit to Lambert Road.

Table 2.1 Summary of land uses for the Development, their WRGR Description(s) and relevant Development Metric(s).

Land Use	Description	Land Use Type	Dev. Metric(s)	
Residential	Apartments – Level 1 to 3	High Density Residential Dwelling	21	Dwellings
			51	Bedrooms
Commercial	Tenancy 1 - Café / Restaurant	Café/Restaurants	182	m2
	Tenancy 2 - Light Café	Café/Restaurants	197	m2
	Tenancy 3 - Dry Retail	Retail > 100m^2	176	m2

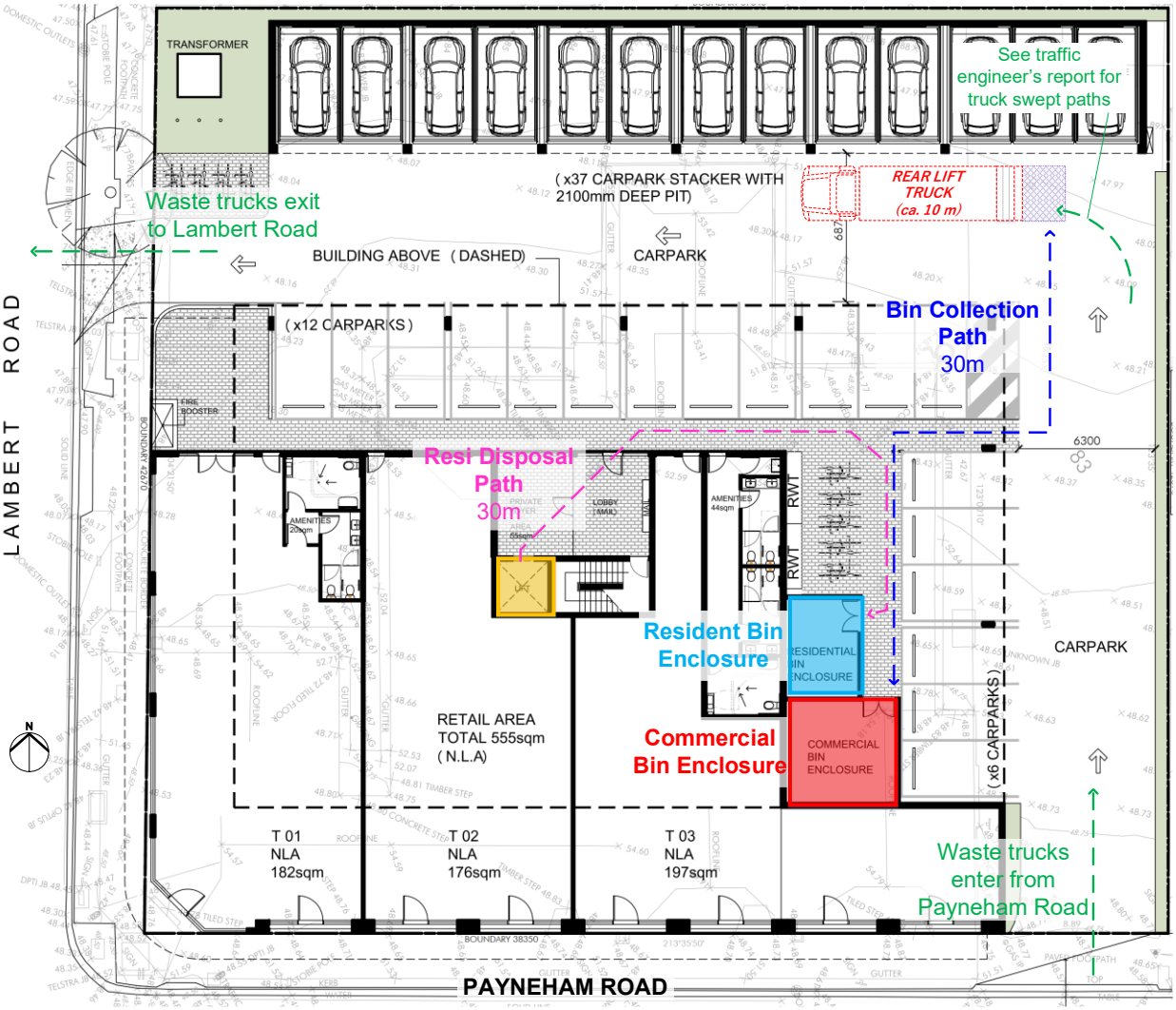


Figure 2-1 Overview of site, showing waste rooms and waste truck movements.

3 WASTE & RECYCLING SERVICE PROVISION

Table 3.1 outlines the recommended waste services by land use per Table 2.1. The different waste service classifications listed in Table 3.1 are explained below.

- ***Routine Services*** **–** These require on-site waste storage with routine and regular collections, and would include services for general waste, dry (comingled) recyclables, cardboard, and food/organics waste.
- ***At-call services*** **–** These involve non-frequent collections, such as Hard waste and are organised and provided on an as-needed basis.
- ***Maintenance services*** **–** Some waste items (e.g. lighting in common areas, garden waste) would be removed and disposed of (off-site) by the contractor providing the related maintenance service (and hence on-site waste storage is not usually needed or provided).
- ***External Services*** **–** These are where waste items (e.g. printer cartridges, batteries, lighting) that can be dropped off by tenants at external locations (e.g. Officeworks, waste depot) (and thus, separate on-site waste storage is not usually needed or provided).

Routine Waste and Recycling services for all **commercial tenants** at the Development would be provided by Private on-site collection.

It is proposed that EastWaste would collect residential waste on behalf of Council. This is subject to review and approval by Council and EastWaste

Table 3.1 Expected or recommended waste & recycling services for the Development

Service Type	Residential	Commercial Tenancies
Routine (regularly scheduled)	General Waste	· General Waste
	Mixed Recycling	· Paper and Cardboard
	Food Waste	Food Waste / Organics
		Mixed Recycling / Plastics
On-call (as needed)	Hard / E-Waste	· Hard/E-waste
Maintenance (waste removed by contractor)	· Garden Waste (Common Areas)	
	· Lighting (where applicable)	
External (by tenant off-site)	· Lighting	· Lighting
	· Printer Cartridges	· Printer Cartridges
	· Batteries	· Batteries

3.1 Waste & Recycling Volumes

Table 3.2 estimates expected waste and recycling volumes for the Development (in Litres/week). WRGRs (in the State Guideline) do not exist for lighting, printer cartridge or battery waste. Volumes of these waste items are relatively small and thus have not been estimated.

Table 3.2 Estimated waste & recycling volumes (Litres/week) for each dwelling at the Development.

Waste/Recycling Service	*Residential*	*Commercial*		
	Apartments	*Tenancy 1 - Café / Restaurant+*	*Tenancy 2 – Light Café*	*Tenancy 3 – Dry Retail*
	L/week	*L/week*	*L/week*	*L/week*
General Waste	1,530	860	1,500	740
Dry Recyclables	1,275	330	260	180
Cardboard & Paper		1,430	780	550
Food Waste	510	1,150	2,000	20
TOTAL	3,315	3,770	4,540	1,490

+ The waste volumes for Tenancy 1 (proposed to be a Fasta Pasta restaurant) have been estimated based on a similar sized Fasta Pasta restaurant at another site. WRGRs therefore have not been used for this tenancy

* For other food tenancies, derated Café WRGRs from State Guidelines have been used, reflecting that these are not full service restaurants. De-ratings are based on the consultant's experience at other sites: General waste = -50%, Recycling = -50%, Food Waste = - 50%, 75% active area

4 WASTE MANAGEMENT SYSTEM

Separate waste systems are provided for Residents and for Commercial Tenants:

1. Residential
    a. Waste is to be collected by Council's contractor (EastWaste)
    b. A bin disposal room is provided at ground level with enough space allowing disposal of General Waste, Recycling, and Food Waste for all residents.
    c. Residents carry waste to the bin enclosure via their lift.
    d. Bins will be managed by the Building Manager or delegate.
2. Commercial Tenants
    a. Waste is to be collected by private waste contractor, to be arranged by the Body Corporate on behalf of tenants.
    b. A bin disposal room is provided at ground level with enough space allowing disposal of General Waste, Cardboard, Mixed Recycling, and Food Waste for all tenants.
    c. Tenants or cleaners will carry waste to the bin room for disposal.
    d. Bins will be managed by the Building Manager or delegate.

Figure 2-1 shows where the Commercial bin storage and Residential bin storage would be located at the site, the relevant disposal pathways, and how the waste collection would occur.

Table 4.1 gives a schedule of recommended bin storages in each of these waste storage areas for routine Services and includes for each land use and service:

- *Number and type of bins.*
- *Collection frequency (expected or proposed); and*
- *Service provider*

Table 4.1 Waste storage and bin schedule for Routine Services, including collection frequency and collection service provider.

Land Use	Service	Estimated Waste Volumes (L/wk)	Bin presentation	Service Type	Collection Frequency (Up to Events/wk)	Max. Bins/Items Collected (Up to per Event)		
						No.	*Size (L)*	*Type*
Residential Dwellings	General Waste	1,530	Shared Residential Waste Storage Area	Council / EastWaste Rear-lift	1	1 1	660 1100	Skip Skip
	Mixed Recycling	1,275			1	1 1	660 1100	Skip Skip
	Food Waste	510			1	1	660	Skip
Commercial Tenancies	General Waste	3,100	Shared Commercial Waste Storage Area	Private Rear-lift	2	2	1100	Skip
	Cardboard & Paper	2,760			2	2	1100	Skip
	Mixed Recycling	770			1	1	1100	Skip
	Food Waste	3,170			2	3	660	Skip

Final quantity and types of bins, and frequency of collection, is to be determined at the time the site becomes operational. This will depend on the final make up of tenancies.

It is proposed that all Commercial wastes are to be collected by Private Contractor(s) with rear-lift collection trucks. Residential wastes are to be collected by Council Contractor (EastWaste) subject to confirmation by Council and EastWaste.

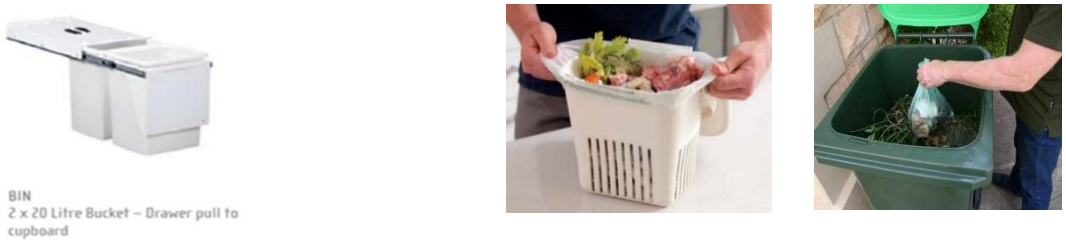
The waste system has been designed to comply with EastWaste's guideline document "Waste Management and Services Guide for Multi-Unit Dwellings".

It may be possible for one or more commercial tenancies to access Council's kerbside mixed recycling bins for hard plastics, metals etc. This waste stream is expected to primarily be hard plastics such as milk bottles. There may not be a suitable commercial service available to collect and recycle these materials. Council may offer each rateable property (including commercial) one set of Council kerbside bins. However, provision of this service would be subject to Council's Waste Management Policy. The property operator would need to formally apply to Council to support this service, at the time the site becomes operational.

4.1 Residential waste

Residents would be provided with suitable kitchen bins with handles to enable easy carriage from their dwellings to the designated waste room, e.g. Figure 4-1 below:

a) *General waste bin – at least 20L in size (bag lined)*
b) *Co-mingled recycling waste bin - at least 20L in size*
c) *Food/Garden Organics bin (compostable bag lined)*



(a) *(b)*

Figure 4-1 Examples of suitable waste and recycling kitchen bins: *(a) General waste & recycling - 2×20L Buckets with carry-handles in pull-out drawer; and (b): Bench-top food waste kitchen caddy*.

All residential waste would be carried down to the Ground Level waste storage enclosure via the elevator and disposed of directly in the bins provided. The bin room is shown in Figure 4-2. The waste storage area is fully screened from public view. The longest disposal distance is approximately 30 m which is within the SA Better Practice Guidelines recommendation of 30 m. Transfer pathways would be free of steps, grades ≤ 1:10, with appropriate hard /even surfaces.

It is proposed that Residential bins are collected by EastWaste on behalf of Council using EastWaste's rear-lift collection trucks.

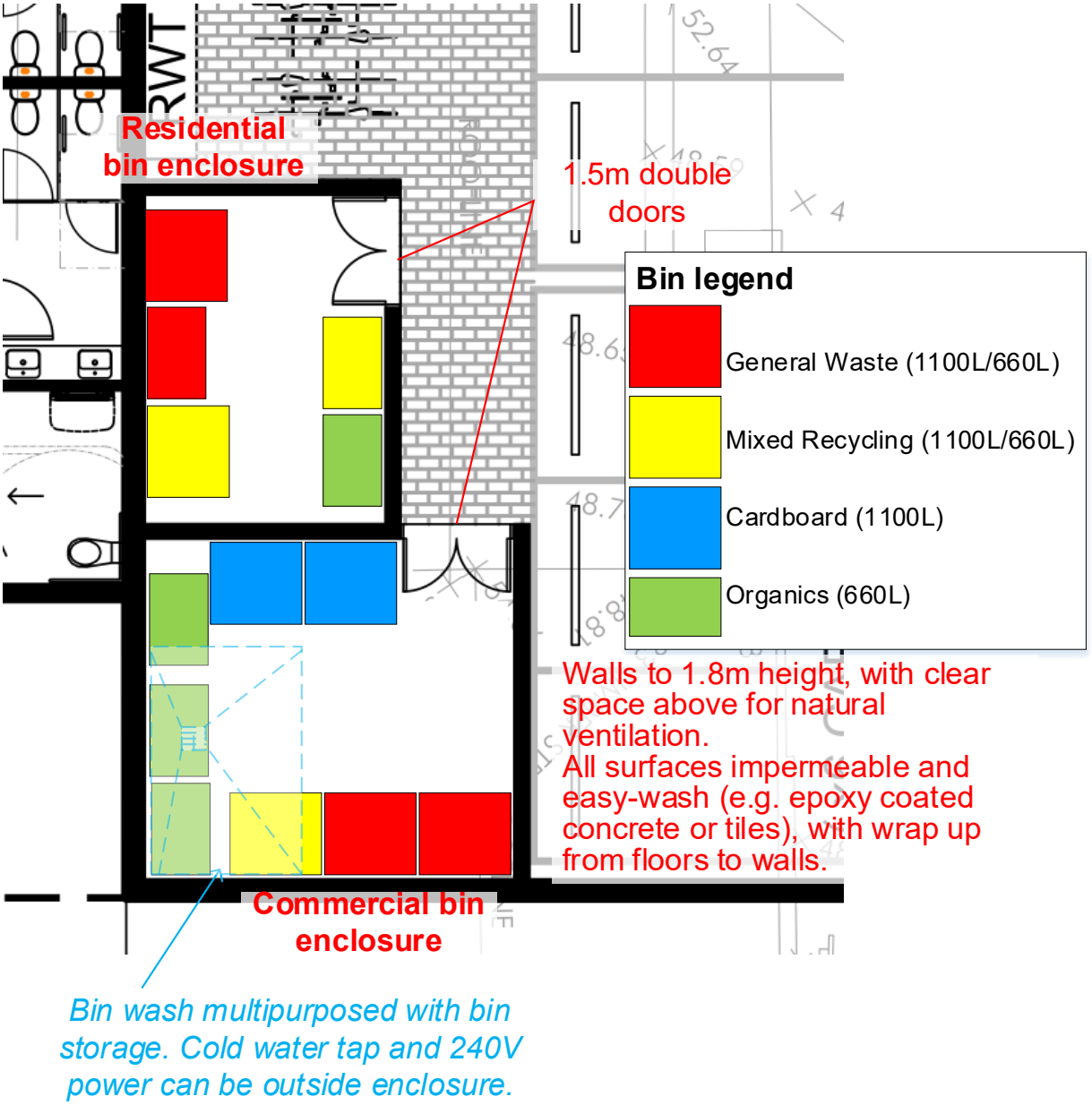


Figure 4-2 Residential and Commercial bin

4.2 Commercial Waste

- Commercial tenancies will be fitted out with bins within each tenancy, suitable for the activities undertaken (to be determined at time of fitout).
- Staff or cleaners would transfer the waste from each tenancy and dispose of it in the bins provided in this area.
- Space is provided for:
  - 2 x 1,100 L General Waste Skip Bin.
  - 2 x 1,100 L Cardboard and Paper Bin.
  - 3 x 660 L Food Waste Bin
  - 1 x 1100 L Mixed Recycling Bins (if service available)

- Bins will be collected by a private waste collection contractor. Cost of waste collection is to be shared amongst the commercial tenants, with costs to be appropriately allocated to each tenant by the Body Corporate.
- Presentation of the skip bins is not required as the private contractor could provide a pull in/pull out service to collect the bins directly from the commercial waste storage area.
- Collection of all Commercial waste would be carried out by Private contractors using rear-lift trucks.

4.3 At-call Services

4.3.1 Hard/E-Waste

- Tenants would organise for private hard/e-waste collection direct from the tenancy as needed.
- The waste contractor delivering the services would temporarily park in the property. They would then collect the waste directly from the tenancy.
- The Building User Manual(s) for commercial tenants at the Development would advise on availability and/or organizing Hard /E-waste collection services.

4.3.2 Maintenance Services

Waste would be generated by some maintenance services or activities in the common areas of the Development (e.g. garden waste, lighting, repair work, etc.). These maintenance-generated waste materials would be handled and disposed of by the contractor undertaking these services. Dedicated on-site storage for these waste materials is therefore not needed.

4.3.3 External

Tenants would be able to dispose of smaller waste items, such as printer cartridges, batteries and lighting, to publicly available external drop off points (e.g. supermarkets, Office works, telco retail stores, etc.), which accept these materials.

4.4 Bin cleaning

Bin cleaning at the Development could be outsourced to an external contractor (e.g. http://binforce.com.au/).

- *These external contractors generally have self-contained bin washing systems on back of a ute or truck that enable them to clean bins on site – e.g. Figure 4-3 below.*
    - *Or some will remove bins from site, replacing them with an empty spare, clean the bins, then return them to site.*



Figure 4-3 – On-site bin wash system for rear-lift trucks on back of ute. *Source: http://binforce.com.au/*

If preferred, a bin wash area can be set up (in accordance with PO 11.1 / Design in Urban Areas / SA Planning & Design Code) within the bin storage area. The wash bay can be co-located with bin storage. The wash bay should be a non-porous surface, with easy clean (smooth/polished) surface, draining to sewer via a 2mm basket screen. Power and cold water tap should be provided within or adjacent to the waste enclosure.

4.5 Transfer pathways

There are a range of transfer pathways for the waste systems at the Development. The following is provided as a guide for sizing and designing these transfer pathways.

- *Transfer pathways –*
  - *User disposal –Free of steps, no grades greater than 1:15, and cater for mobility impaired users.*
  - *Local disposal points to central storage – enough width to accommodate relevant bins, trolley, or waste loads being transferred, free of steps, no grades greater than 1:12*
  - *Collection – less than 35m with no steps or grades greater than 1:10*
- *Corridor widths –*
  - *240L MGBs or smaller bins / loads – min. 1,000 mm (1,200mm preferred)*
  - *660L skip bins – min. 1,200mm (1,400mm preferred)*
  - *1,100L skip skips and/or other waste loads – min. 1,400mm (1,600mm preferred)*
- *Doors –*
  - *Local disposal access – 800mm*
  - *Transfer pathways– Appropriate to the size of bin to be transported, e.g.*
    - *240L MGB (or smaller) – min. 800mm*
    - *660L skip – min. 1,200mm*
    - *1,100L skip – min 1,400mm*
- *Floors – Hard surfaces where bins and skips are to be carted.*
- *Lifts – All lifts should be sized to allow for bulky hard waste items*

Based on current plans, these requirements for transfer pathways in the Development appear to be generally satisfied. All relevant transfer pathways should be reviewed and confirmed at detailed design stage to ensure they are appropriate.

4.6 Collection & Traffic

The waste collection points for the Development introduced above are reiterated below.

- Would be by Private Rear-lift truck (Commercial waste) and Council / EastWaste Rear-Lift truck (subject to Council/EastWaste approval) which will stop temporarily within the development as shown in Figure 2-1 on page 4.
- Access to the site would be from Payneham Road (forward entry) and forward exit to Lambert Road.
- Turning paths for the waste trucks have been assessed by the Traffic Engineer (MFY). Please refer to the traffic engineering report for this assessment.
- The Contractor would manoeuvre into position and temporarily stop, collect bins from waste storage area, empty them and finally replace them in the waste storage area.
- Collections would occur within the site boundary.
- Commercial collections would be twice weekly for General Waste and Cardboard/paper, and up to three times weekly for food waste.
- Residential collections would be weekly.
- The time required to lift bins should be 3 to 6 minutes for each service.

- The collections should be scheduled to
  - Fit in with collection contractor requirements
  - Avoid peak times for vehicle movements in the carpark
  - Comply with any EPA noise restrictions

4.7 Waste system Operation and Management

4.7.1 Responsibilities

Table 4-2 summarises the responsibilities of different parties / stakeholders for proposed waste management and operational activities at the Development. In summary, the Building / Facilities Manager would manage the waste system, including ensuring that good waste management outcomes by tenants were achieved.

Table 4-2 Management & operational responsibilities for the waste systems at the Development

Activity	Responsible party
Local Disposal & External Disposal	Tenants / Residents
Waste Storage Areas, Hard Waste, Hygiene, Odour Management & Cleaning	Building maintenance staff
Presentation of bins for collection	Pull in / pull out service from the bin enclosure. Presentation not required
Collection services – Waste & Recycling	Commercial / Private Contractor(s) for Commercial Waste Council Contractor for Residential Waste
Management	Building Manager
Education, Training & Engagement (tenants)	Building Manager / Council

4.7.2 Implementation & Communication

The following should be put in place.

- ***Site Management System / Manual*** – Advice and instructions on waste management and using the waste systems should be provided for tenants, including contact information for further information, questions and issues.
- ***Damage Waiver for EastWaste*** – to be signed by Body Corporate prior to operation
- ***Tenant / Resident Induction –*** Should include guidance on how to correctly use waste bins as well as the site approach to waste and recycling.
- ***Clear signage*** – At all disposal points. Consider providing signs with multiple languages and photographic and/or pictorial guides.
- ***Emergency Response or Site Management Plan(s) –*** Should include response measures (or contingencies) for:
  - Waste collection services suspended or not available;
  - Incorrect use by tenants of the waste systems;
  - Illegal dumping on-site; and
  - Poor waste management outcomes (including cleanliness, odour and/or low diversion).

4.8 Other Waste System Design or Management Issues

The following would be considered and/or implemented for waste systems at the Development. More details for some of these items can be resolved at detailed design stage with the waste contractor and/or Council.

1) **Bins** – These would comply with Australian Standard for Mobile Waste Containers (AS 4213). Residential bins to be supplied by Council/EastWaste. Commercial bins to be supplied by private waste contractor.
2) **Signage** –
    - Appropriate signage in all Local Disposal and Waste Storage Areas should be used to ensure correct disposal of waste and recycling.
    - This signage should conform to the signage requirements of Council and/or the State Guideline (Zero Waste SA, 2014). EastWaste may assist with Residential waste signage.
      Signs should be in multiple languages and include photos for guidance.
3) **Vermin, hygiene & odour management (inc. ventilation)**
    - ***Inspection & Cleaning*** –
        - An inspection and cleaning regime would be developed and implemented by the Building / Facilities Manager for waste systems at the Development, including ensuring that surfaces and floors around disposal areas, transfer pathways and waste storage areas are kept clean and hygienic and free of loose waste and recycling materials.
            - Where putrescible general waste or food waste is being stored, Local Disposal and Waste Storage areas should be graded to a sewer drain with tiling or epoxy coating to floors and adjacent walls to waterproof the area and for cleaning.
    - ***Odour Control*** –
        - All Waste Storage Areas –
            - It should be a requirement for food waste bins in Waste Storage areas that waste is disposed within compostable, tied off bags and that lids are closed after use.
            - *Residential bin room should include mechanical ventilation, exhausting outside the building in compliance with all applicable statutory requirements.*
4) **Access & security** –
    - All Waste Storage Areas in the Building should be secure and only accessible by key or fob or access code.
        - This key or fob or access codes would be provided to tenants, property management staff and/or waste contractor(s) collecting from these areas.
        - CCTV is recommended to monitor waste disposal practices in all Waste Disposal and Waste Storage Areas.

5 PLANNING & DESIGN CODE OBJECTIVES

The applicable policies relating to Waste are provided in the following table. The third column states how these policies have been addressed in the proposed design.

Design in Urban Areas		
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	Response: Bins are to be stored within enclosures fully screened from public view. Enclosures are behind the main façade of the building on not visible from the public domain.
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	Response: Collection systems are provided for general waste, cardboard/paper, food waste, and mixed recycling. The site would use a mobile bin washing service, or a suitably designed bin wash installed within the ground level Commercial Bin storage enclosure.
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	Response: Bins are in a bin enclosure in the undercroft area screened from public view.
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	Response: Bin rooms will be naturally ventilated. Walls will be to around 1.8m height, providing ample clear space above walls for natural ventilation.
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	Response: The waste contractors would enter the site from Payneham Road (forward entry) and retrieve the waste while onsite. The contractors would exit onto Lambert Road (forward exit). These truck movements have been reviewed by a traffic engineer and have been deemed to be suitable.
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	Response: Adequate space is provided in the bin enclosure for food waste bins to service food businesses on site. Food waste could be collected by a specialist contractor for offsite composting up to 3 times per week as required.

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	Response: 3-bin system for residential dwellings is to be provided in an enclosed room at Ground level. The enclosure is located with a 30m disposal distance for residents and up to 30m collection distance for Council contractor.
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.	Response: Bin storages are more than 3m from any habitable room.
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	Response: The site has been designed to allow 10m rear-lift waste trucks to enter and exit the site in a forward direction. Refer to the report by the traffic engineer.
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: a. 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 b. a holding tank and its subsequent removal off-site on a regular basis	DTS/DPF 43.1 None are applicable	Response: Bin wash within the Commercial Bin Storage Enclosure is within the undercroft area of the building, so stormwater cannot enter the sewer. The bin wash should include a basket screen for any water entering the sewer.

OFFICE USE ONLY

Case Number: ERD-24-000103

Date Filed: 23 December 2024

FDN: 15

ENVIRONMENT, RESOURCES AND DEVELOPMENT COURT OF SOUTH AUSTRALIA

No. 103 of 2024

BETWEEN

FP WHYALLA PTY LTD
Appellant

and

ASSESSMENT PANEL AT THE CITY OF NORWOOD PAYNEHAM & ST PETERS
Respondent

ORDER

Judicial Officer: Commissioner Ryan
Date of Order: 23 December 2024

BY CONSENT THE COURT ORDERS that:

A. The appeal is upheld.

B. Planning consent is granted to development application number 23020223 being an application for development in the nature of the c*onstruction of a four-storey mixed use development comprising a restaurant, shops and offices at ground level, eighteen (18) dwellings across floor levels 1, 2, and 3, basement and ground level car parking, together with landscaping and rooftop plant* (**Development**) at 263-277 Payneham Road, Royston Park, being the land more particularly comprised within Certificate of Title Register Book Volume 5676 Folio 117 and Volume 5863 Folio 464 (**Land**) subject to the following conditions.

1. The Development shall be undertaken in accordance with the following plans:

   1.1 Existing/Demo Site Plan prepared by Piteo Architects, Project No. 2109, Drawing No. PA-01, dated 04/03/2024;

   1.2 Proposed Site Plan prepared by Piteo Architects, Project No. 2109, Drawing No. PA-02, dated 11/10/2024;

   1.3 Proposed Landscape Plan prepared by Piteo Architects, Project No. 2109, Drawing No. PA-03, dated 11/10/2024;

   1.4 Proposed Basement Floor Plan prepared by Piteo Architects, Project No. 2109, Drawing No. PA-04, dated 26/11/2024;

1.5 Proposed Ground Floor Plan prepared by Piteo Architects, Project No. 2109, Drawing No. PA-05, dated 11/10/2024;

1.6 Proposed First Floor Plan prepared by Piteo Architects, Project No. 2109, Drawing No. PA-06, dated 04/10/2024;

1.7 Proposed Level 2 and Level 3 Plan prepared by Piteo Architects, Project No. 2109, Drawing No. PA-07, dated 19/12/2023;

1.8 Proposed Level 2 and Level 3 Diagram prepared by Piteo Architects, Project No. 2109, Drawing No. PA-07A, dated 04/10/2024;

1.9 Proposed Roof Plan prepared by Piteo Architects, Project No. 2109, Drawing No. PA-08, dated 04/03/2024

1.10 Proposed East and West Elevations prepared by Piteo Architects, Project No. 2109, Drawing No. PA-09, dated 04/03/2024

1.11 Proposed South and North Elevations prepared by Piteo Architects, Project No. 2109, Drawing No. PA-10, dated 04/03/2024

1.12 Proposed Streetscapes (Payneham Road and Lambert Road) prepared by Piteo Architects, Project No. 2109, Drawing No. PA-11, dated 04/03/2024

1.13 Proposed South Elevation Interface Diagram prepared by Piteo Architects, Project No. 2109, Drawing No. PA-12, dated 04/03/2024

1.14 Proposed Waste Room Roof Plan and Elevations prepared by Piteo Architects, Project No. 2109, Drawing No. PA-13, dated 04/03/2024;

1.15 Civil Plan – Ground Level prepared by TMK Engineers, Drawing No. 2303001_C1/PE, dated 27/11/24;

1.16 Civil Plan – Basement Level prepared by TMK Engineers, Drawing No. 2303001_C2/PE, dated 27/11/24; and

1.17 KLAUS Multiparking car stacking layout plan (undated),

(which plans are all now marked **Exhibit A**),

except where varied by any of the following additional conditions:

2. Prior to construction works associated with the Development commencing, the applicant or the person(s) having the benefit of this consent shall pay to the City of Norwood, Payneham & St Peters Council (**Council**) an amount of $2,276.00, for the cost of the Council removing the existing street tree (which tree is shown on the Existing/Demo Site Plan), which removal is necessary to enable vehicular access to the Development, together with the planting of two (2) new street trees, also to be planted by the Council. Upon the grant of full development approval and payment of the said amount, and prior to construction work commencing, the applicant or the person(s) having the benefit of this consent shall contact the Council's Planning Department to arrange for the removal of the existing street tree.

3. The retaining walls required along the Lambert Road side boundary and the rear boundary of the Land shall be of a decorative style so as to complement the streetscape and the Development. Details of such retaining walls shall be provided as part of the building consent documentation, and shall be to the reasonable satisfaction of the Assessment Manager prior to the grant of development approval.

4. All landscaping on levels 1-3 shall be planted within planter boxes in the locations shown on the Proposed First Floor Plan and Proposed Level 2 and Level 3 Plan (with typical planter box details for all levels shown on drawing number PA-07 referred to in 1.7 above). The planter boxes shall be constructed and all plantings shall be established within the planter boxes by the applicant or the person(s) having the benefit of this consent, prior to the occupation of the Development.

5. All other 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 in accordance with the approved plans within the next available planting season after the occupation of the Development and shall be to the reasonable satisfaction of the Assessment Manager. Such plants, together with any existing plants which are shown to be retained on the approved plans, shall be nurtured and maintained in good health and condition at all times, with any diseased or dying plants being replaced forthwith or in any event within the next available planting season following their removal, to the reasonable satisfaction of the Assessment Manager or its delegate.

6. The rear doors of each of the seven (7) ground level tenancies shall remain available for public access into the building at all times during the respective opening hours of each tenancy.

7. Secure bicycle tethering facilities shall be installed in the “Bike” (bicycle parking) area shown on the Proposed Ground Floor Plan (shown on drawing number PA-05 referred to in 1.5 above). Details of such facilities shall be provided as part of the building consent documentation and shall be to the reasonable satisfaction of the Assessment Manager.

8. The hours of operation of Tenancy 1 (restaurant) and Tenancies 4, 5 and 7 (shops) shall be restricted to the following times:

   8.1 Sunday to Thursday, 7am to 10pm;

   8.2 Friday and Saturday, 7am to 11pm.

9. The existing vehicular crossover on Lambert Road shall be reinstated to kerb and gutter so as to match the existing adjacent kerb and gutter profile, in accordance with the Council’s specifications (which are attached hereto and marked **Exhibit B**), prior to the occupation of the Development and shall be to the reasonable satisfaction of the Assessment Manager. All associated costs with this reinstatement work shall be borne by the applicant or the person(s) having the benefit of this consent.

10. Wheel stopping devices shall be placed at the end of each car parking bay on the ground floor level car park so as to prevent damage to adjoining fences, buildings or landscaping, and shall be to the reasonable satisfaction of the Assessment Manager.

11. All car parking spaces shall be line marked or delineated in a distinctive fashion, with the marking maintained in a clear and visible condition at all times and shall be to the reasonable satisfaction of the Assessment Manager.

12. The balustrades of all rear-facing balconies (west elevation) shall be treated to a height of 1500mm above the associated floor level, prior to the occupation of the Development. Such treatments shall restrict views being obtained by a person occupying any rear-facing balcony, shall be maintained in good condition, at all times, and shall be to the reasonable satisfaction of the Assessment Manager.

13. 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.

14. All refuse and stored materials shall be screened from public view at all times, except when being presented for collection, to the reasonable satisfaction of the Assessment Manager.

15. All stormwater from buildings and paved areas shall be collected and disposed of in accordance with the approved Civil Plans (referred to in 1.15 and 1.16 above). Stormwater shall be disposed of 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. 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.

16. Appropriate directional signage shall be installed at the Lambert Road exit of the Land, with the words "*No Entry, Authorised Vehicles Excepted"* (or similar), to the reasonable satisfaction of the Assessment Manager. Such signage shall be maintained in good condition at all times and shall be constructed wholly on the Land with no part extending beyond the boundary of the Land.

17. The basement car stacker system shall be constructed and installed prior to occupation of the Development.

Conditions imposed by the Commissioner of Highways

18. All built form, except the veranda canopies, shall be located clear of the 3.5m x 3.5m corner cut-off at the Payneham Road/Lambert Road corner.

19. All access to/from the Development shall be gained in accordance with the approved Proposed Ground Floor Plan (referred to in 1.5 above). All access from Payneham Road shall be limited to left turn in movements only.

20. All vehicles shall enter and exit the site in a forward direction. All on-site vehicle manoeuvring areas shall remain clear of any obstructions.

21. The entry and exit points to the Land shall be suitably signed and line-marked to reinforce the desired traffic flow.

22. All off-street car parking shall be designed in accordance with *AS/NZS 2890.1:2004* and *AS/NZS 2890.6:2009.*

23. The largest vehicle permitted on the Land shall be restricted to a 10.2m long refuse collection vehicle.

24. Any infrastructure within the road reserve that is demolished, altered, removed or damaged during the construction of the Development shall be reinstated to the satisfaction of the relevant asset owner, with all costs being borne by the applicant or the person(s) having the benefit of this consent.

25. Stormwater run-off shall be collected on-site and discharged without impacting the safety and integrity of the adjacent road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the cost of the applicant or the person(s) having the benefit of this consent.

Conditions imposed by the Environment Protection Authority

26. A certificate of occupancy must not be granted in relation to a building on the Land until a statement of site suitability (in the form described by *Practice Direction 14: Site contamination assessment 2021*) is issued certifying that any required remediation has been undertaken and the Land is suitable for the proposed use.

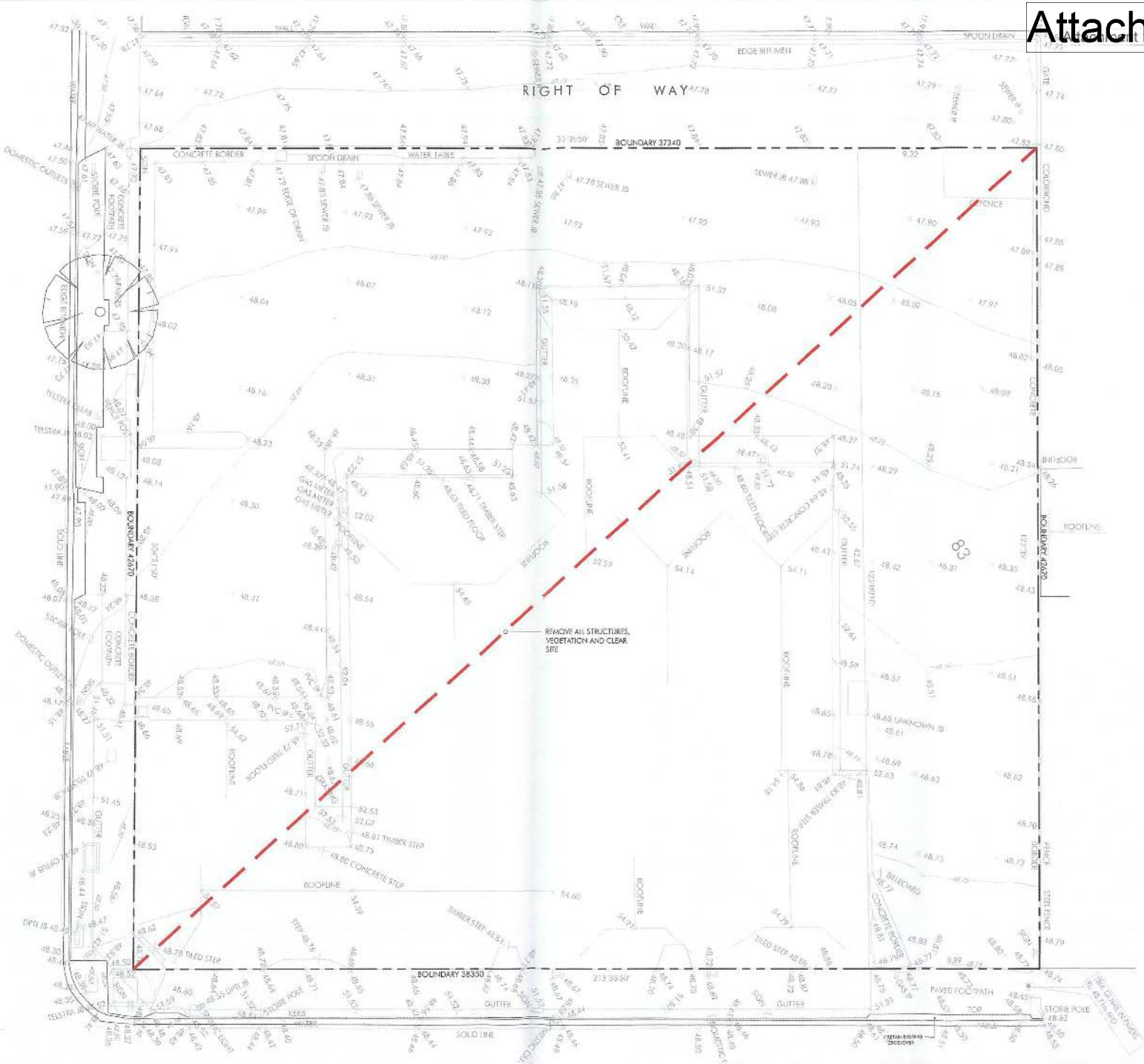
27. For the purposes of the above condition and regulation 3(6) of the *Planning, Development and Infrastructure (General) Regulations 2017*, the statement of site suitability must be issued by a site contamination auditor informed by a completed site contamination audit report prepared in accordance with Part 10A of the *Environment Protection Act 1993* (SA).



.....
DEPUTY REGISTRAR

Attachment 2

Exhibit A



Environment, Resources and Development Court
E.R.D.C. No: 103 /2024
EXHIBIT No: A

EXISTING/DEMO SITE PLAN
1 : 100

DEVELOPMENT PLAN CONSENT

project no. 2139 | drawing no. PA.01 | amend note

PROPOSED MIXED USE DEVELOPMENT
address: 263 - 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070
for: FP WHYALLA PTY LTD

drawn: DP
scale:
issue date: 04.03.24
revision:

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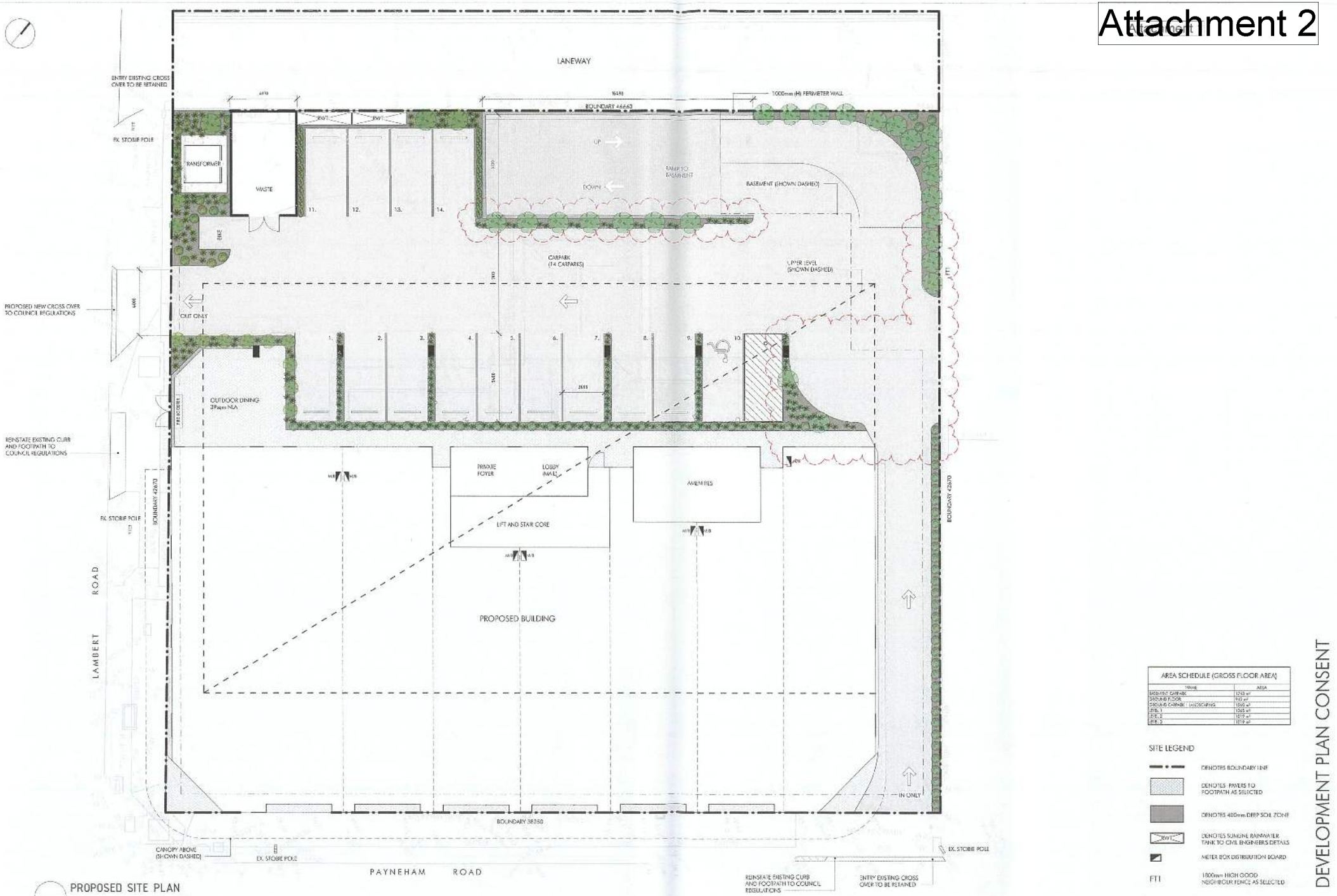

PROPOSED SITE PLAN

1 : 100

AREA SCHEDULE (GROSS FLOOR AREA)

NAME	AREA
BASEMENT CARPARK	1743 m²
GROUND FLOOR	943 m²
GROUND CARPARK / LANDSCAPING	1560 m²
LEVEL 1	1265 m²
LEVEL 2	1019 m²
LEVEL 3	1019 m²

SITE LEGEND

- DENOTES BOUNDARY LINE
- DENOTES PAVERS TO FOOTPATH AS SELECTED
- DENOTES 400mm DEEP SOIL ZONE
- RWT DENOTES 5000LTR RAINWATER TANK TO CIVIL ENGINEERS DETAILS
- METER BOX DISTRIBUTION BOARD
- FTI 1800mm HIGH GOOD NEIGHBOUR FENCE AS SELECTED

DEVELOPMENT PLAN CONSENT

project no. 2109 | drawing no. PA-02

amendments
11.10.24 LANDSCAPE AMENDMENTS

PROPOSED MIXED USE DEVELOPMENT
address: 263 - 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070
for: PP WHYALLA PTY LTD

drawn: DP
scale: 1 : 100
issue date: 04.10.24
revision: A

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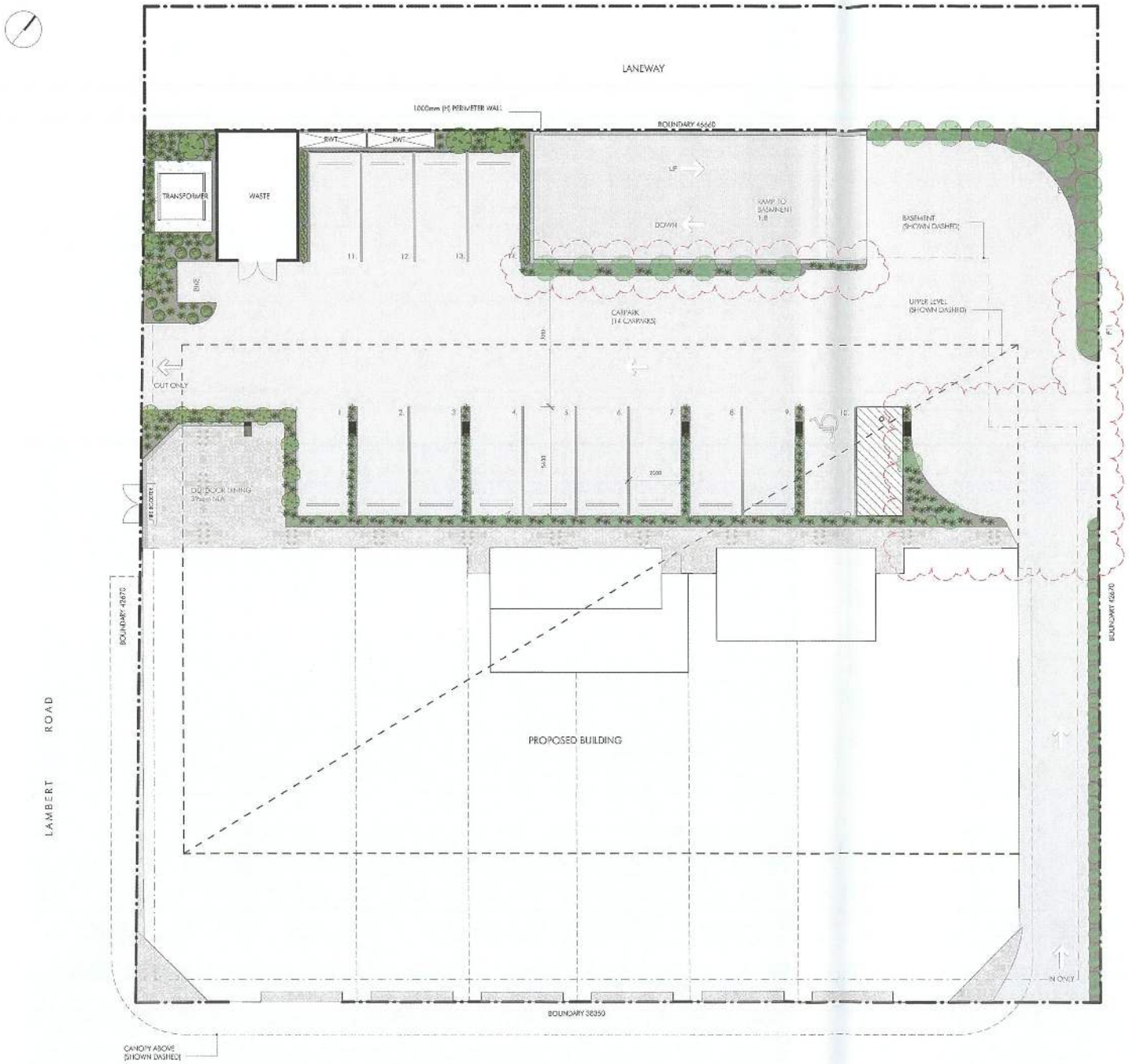

PROPOSED LANDSCAPE PLAN

1 : 100

LANDSCAPE LEGEND



BOX HEDGING



HYMENOSPORUM FLAVUM
NATIVE FRANGIPANI



LITTLE JESS, DIANELLA



PYRUS CALLERYANA "CAPITAL"
ORNAMENTAL PEAR

SITE LEGEND

- DENOTES BOUNDARY LINE
- DENOTES PAVERS TO FOOTPATH AS SELECTED
- DENOTES 900mm DEEP SOIL ZONE
- RWT — DENOTES SLIMLINE RAINWATER TANK TO CIVIL ENGINEER'S DETAILS
- METER BOX DISTRIBUTION BOARD
- FT1 — 1800mm HIGH GOOD NEIGHBOUR FENCE AS SELECTED

DEVELOPMENT PLAN CONSENT

project no. 2109 | drawing no. PA-03 | amendments: 11.10.24: LANDSCAPE AMENDMENTS

PROPOSED MIXED USE DEVELOPMENT
address: 263 - 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070
for: TP WIYALLA PTY LTD

drawn: DP | scales: 1 : 100 | issue date: 04.10.24 | revision: A

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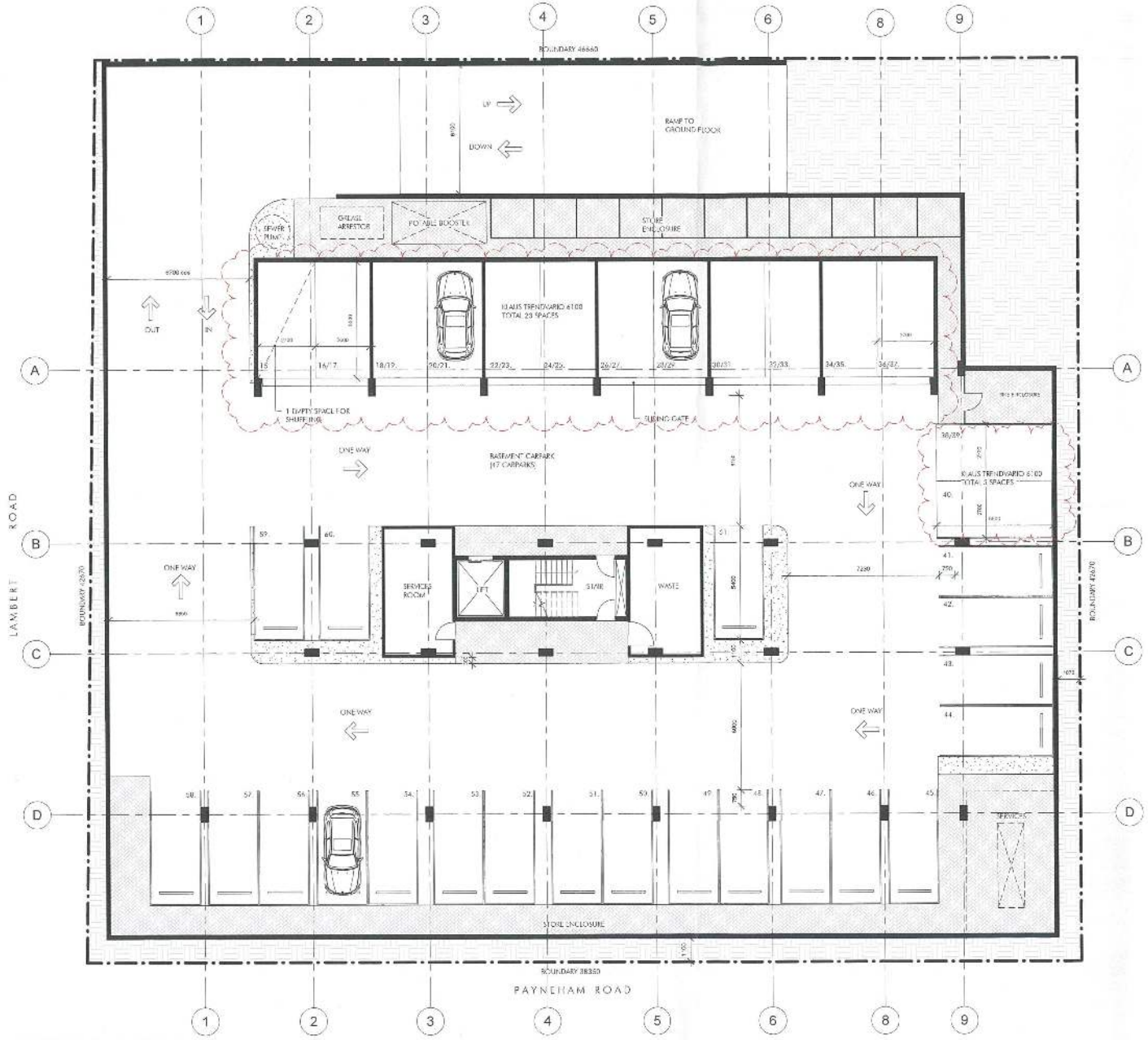

PROPOSED BASEMENT FLOOR PLAN

1 : 100

AREA SCHEDULE (GROSS FLOOR AREA)	
NAME	AREA
BASEMENT CARPARK	1743 m²
BASEMENT FLOOR	940 m²
BASEMENT CARPARK & LANDSCAPING	1060 m²
LEVEL 1	1325 m²
LEVEL 2	1019 m²
LEVEL 3	1019 m²

SITE LEGEND

- DENOTES BOUNDARY LINE
- DENOTES PAVERS TO FOOTPATH AS SELECTED
- DENOTES 400mm DEEP SOIL ZONE
- RWT — DENOTES SLIMLINE RAINWATER TANK TO CIVIL ENGINEERS DETAILS
- METER BOX DISTRIBUTION BOARD
- FT1 — 1800mm HIGH GOOD NEIGHBOUR FENCE AS SELECTED

DEVELOPMENT PLAN CONSENT

project no. 2109 | drawing no. PA-04

amendments
26.11.24 - Basement car stackers

PROPOSED MIXED USE DEVELOPMENT
address: 293 - 297 PAYNEHAM ROAD, ROYSTON PARK SA 5070
for: FP WHYALLA PTY LTD

drawn: CP
scale: 1 : 100
issue date: 04.10.24
revision: 3

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PROPOSED GROUND FLOOR PLAN

1 : 100

TENNANCY SCHEDULE (NET LETTABLE)	
NAME	AREA
OUTDOOR DINING	29 m²
TENANCY 1	212 m²
TENANCY 2	112 m²
TENANCY 3	86 m²
TENANCY 4	81 m²
TENANCY 5	94 m²
TENANCY 6	93 m²
TENANCY 7	108 m²

AREA SCHEDULE (GROSS FLOOR AREA)	
NAME	AREA
BASEMENT CARPARK	1 745 m²
GROUND FLOOR	842 m²
GROUND CARPARK / LANDSCAPING	1600 m²
LEVEL 1	1 366 m²
LEVEL 2	1 019 m²
LEVEL 3	1 019 m²

DEVELOPMENT PLAN CONSENT

project no. 2109 | drawing no. PA-05

amendments
11.10.24: LANDSCAPE AMENDMENTS

PROPOSED MIXED USE DEVELOPMENT
address: 263 - 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070
for: EP WAYVALLA PTY LTD

drawn: DP
scale: 1 : 100
issue date: 04.10.24
revision: A

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NOTE: ALL PLANTER BOXES ON BALCONIES TO BE 1100mm HIGH



PROPOSED FIRST FLOOR PLAN

1 : 100

LANDSCAPE LEGEND



AREA SCHEDULE (LETTABLE)

NAME	AREA
L1 APARTMENT 1	103 m²
L1 APARTMENT 1 BALCONY	160 m²
L1 APARTMENT 2	109 m²
L1 APARTMENT 2 BALCONY	14 m²
L1 APARTMENT 3	103 m²
L1 APARTMENT 3 BALCONY	107 m²
L1 APARTMENT 4	102 m²
L1 APARTMENT 4 BALCONY	30 m²
L1 APARTMENT 5	124 m²
L1 APARTMENT 5 BALCONY	38 m²
L1 APARTMENT 6	102 m²
L1 APARTMENT 6 BALCONY	27 m²
L2 (S) APARTMENT 1	103 m²
L2 (S) APARTMENT 1 BALCONY	63 m²
L2 (S) APARTMENT 2	109 m²
L2 (S) APARTMENT 2 BALCONY	60 m²
L2 (S) APARTMENT 3	103 m²
L2 (S) APARTMENT 3 BALCONY	79 m²
L2 (S) APARTMENT 4	102 m²
L2 (S) APARTMENT 4 BALCONY	30 m²
L2 (S) APARTMENT 5	124 m²
L2 (S) APARTMENT 5 BALCONY	37 m²
L2 (S) APARTMENT 6	102 m²
L2 (S) APARTMENT 6 BALCONY	27 m²

AREA SCHEDULE (GROSS FLOOR AREA)

NAME	AREA
BASEMENT CARPARK	1742 m²
GROUND FLOOR	542 m²
GROUND CARPARK / LANDSCAPING	1060 m²
LEVEL 1	1269 m²
LEVEL 2	1015 m²
LEVEL 3	1015 m²

DEVELOPMENT PLAN CONSENT

project no. 2109 | drawing no. SA 05 | amendments

PROPOSED MIXED USE DEVELOPMENT

address: 263 - 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070
for: PP WHYALLA PTY LTD

drawn: DP
scale: 1 : 100
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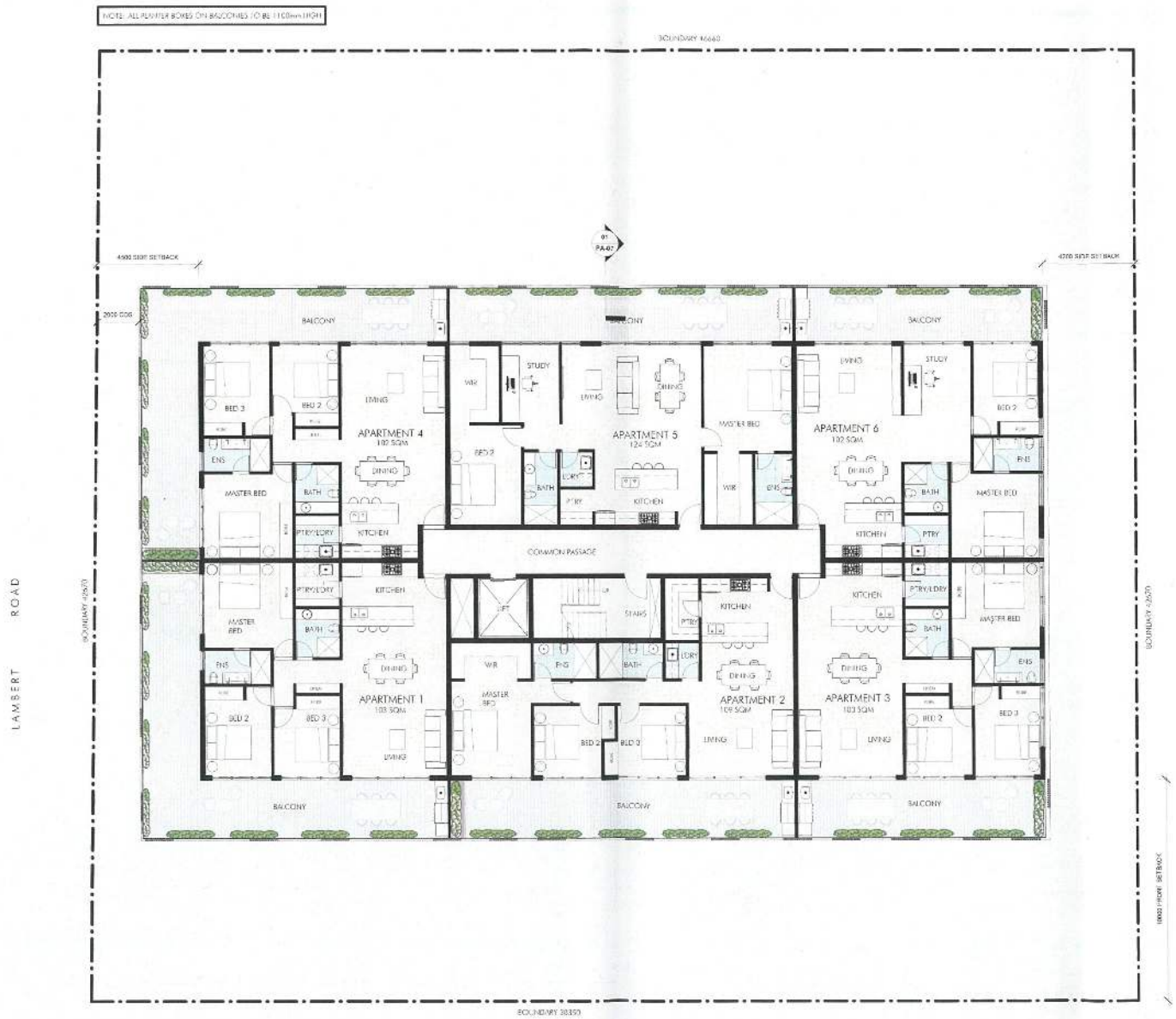
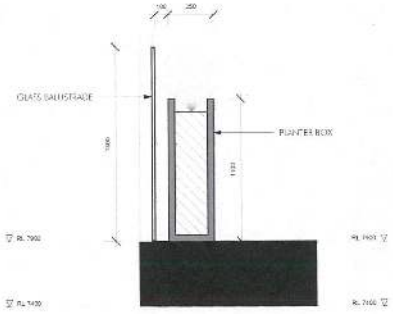
Attachment 2





01 PA-06 **TYP PLANTER DETAIL**
1 : 20

AREA SCHEDULE (LETTABLE)

NAME	AREA
1 APARTMENT 1	102 m²
1 APARTMENT 1 BALCONY	190 m²
1 APARTMENT 1	109 m²
1 APARTMENT 2 BALCONY	137 m²
1 APARTMENT 3	102 m²
1 APARTMENT 3 BALCONY	197 m²
1 APARTMENT 4	102 m²
1 APARTMENT 4 BALCONY	63 m²
1 APARTMENT 5	124 m²
1 APARTMENT 5 BALCONY	38 m²
1 APARTMENT 6	102 m²
1 APARTMENT 6 BALCONY	27 m²
1 APARTMENT 7	102 m²
1 APARTMENT 7 BALCONY	61 m²
1 APARTMENT 8	124 m²
1 APARTMENT 8 BALCONY	60 m²
1 APARTMENT 9	102 m²
1 APARTMENT 9 BALCONY	29 m²
1 APARTMENT 10	102 m²
1 APARTMENT 10 BALCONY	58 m²
1 APARTMENT 11	124 m²
1 APARTMENT 11 BALCONY	37 m²
1 APARTMENT 12	102 m²
1 APARTMENT 12 BALCONY	27 m²

AREA SCHEDULE (GROSS FLOOR AREA)

NAME	AREA
BASEMENT CARPARK	1742 m²
GROUND FLOOR	942 m²
GROUND CARPARK - LANDSCAPING	1065 m²
LEVEL 1	1366 m²
LEVEL 2	1019 m²
LEVEL 3	1019 m²

DEVELOPMENT PLAN CONSENT

PROPOSED LEVEL 2 AND LEVEL 3
1 : 100

project no. 2109 | drawing no. PA-07 | amendments

PROPOSED MIXED USE DEVELOPMENT
address: 263 - 277 PAYNEHAM ROAD, BOYSTON PARK SA 5070
for: FF WAYALLA PTY LTD

drawn: DF
scale: 1 : 100
issue date: 19.12.23

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PROPOSED LEVEL 2 AND LEVEL 3 DIAGRAM

1 : 150

DEVELOPMENT PLAN CONSENT

PROPOSED MIXED USE DEVELOPMENT

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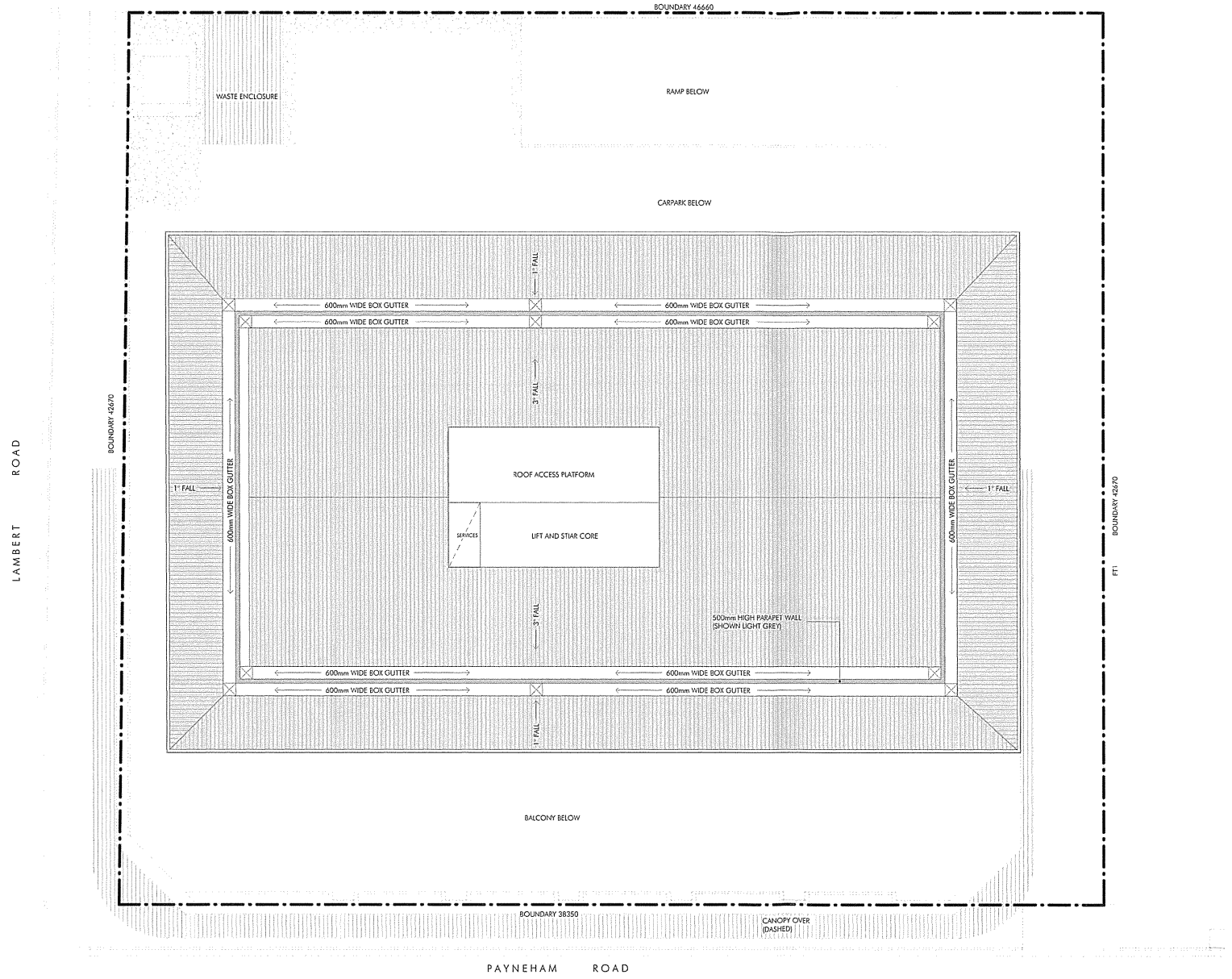

PROPOSED ROOF PLAN
1 : 100

DEVELOPMENT PLAN CONSENT

project no. 2109 | drawing no. PA-08 | amendments

PROPOSED MIXED USE DEVELOPMENT
address: 263 - 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070
for: FP WHYALLA PTY LTD

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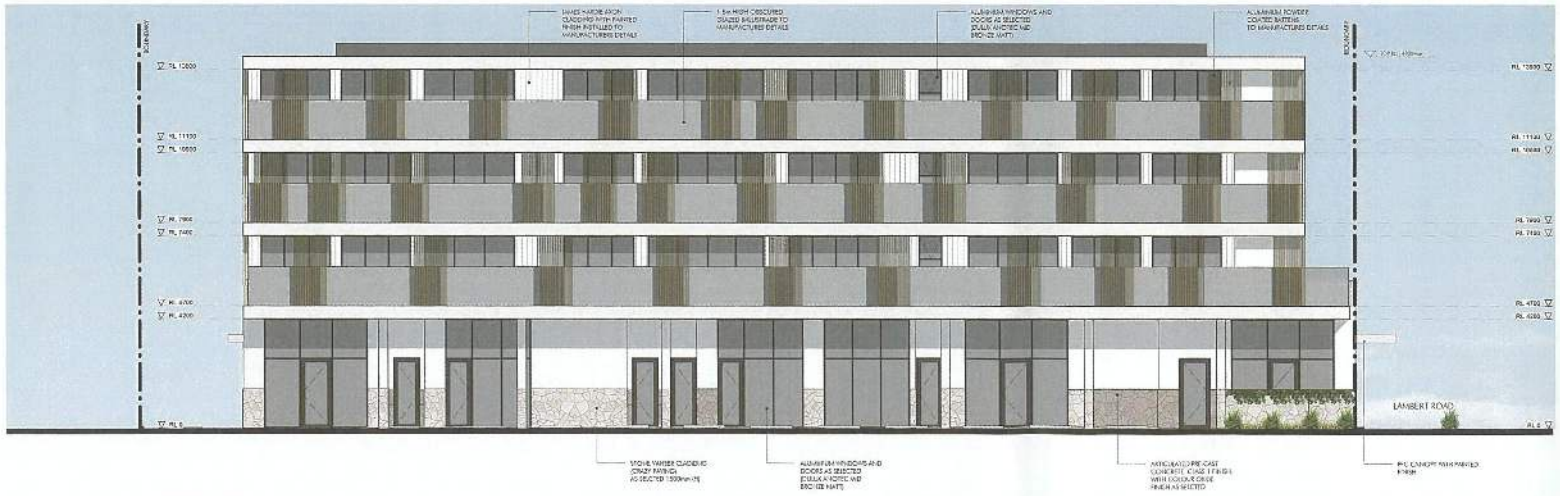
PROPOSED EAST ELEVATION

1 : 100



PROPOSED WEST ELEVATION

1 : 100

DEVELOPMENT PLAN CONSENT

project no. 21109 | drawing no. PA 09 | amendments

PROPOSED MIXED USE DEVELOPMENT

address: 263 - 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070
for: PP WYALLA PTY LTD

drawn: DP
scale: 1 : 100
issue date: 04.03.24
revisions:

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PROPOSED SOUTH ELEVATION
1 : 100



PROPOSED NORTH ELEVATION
1 : 100

DEVELOPMENT PLAN CONSENT

project no. 2109 | drawing no. RA-10 | amendments

PROPOSED MIXED USE DEVELOPMENT
address: 263 - 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070
for: FP WYATALA PTY LTD

drawn: DP
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PROPOSED STREETSCAPE PAYNEHAM ROAD
1 : 200



PROPOSED STREETSCAPE LAMBERT ROAD
1 : 200

DEVELOPMENT PLAN CONSENT

project no. 21.09 | drawing no. PA-11 | amendments

PROPOSED MIXED USE DEVELOPMENT
address: 263 - 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070
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PROPOSED SOUTH ELEVATION - INTERFACE DIAGRAM
1 : 100

DEVELOPMENT PLAN CONSENT

project no. 2109 | drawing no. PA-12 | amendments

PROPOSED MIXED USE DEVELOPMENT
address: 263 - 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070
for: TP WITHALLA PTY LTD

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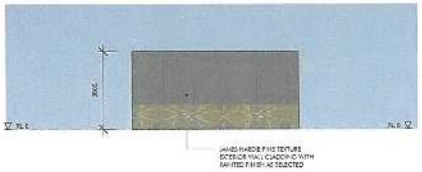
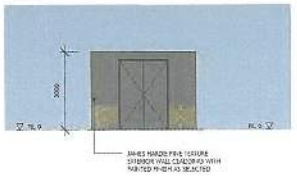
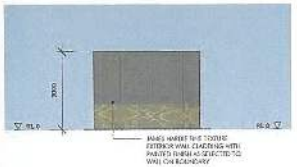
PROPOSED ROOF PLAN - WASTE ROOM
1 : 100



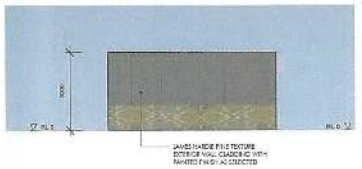
PROPOSED NORTH ELEVATION WASTE ROOM
1 : 100



PROPOSED EAST ELEVATION - WASTE ROOM
1 : 100



PROPOSED WEST ELEVATION - WASTE ROOM
1 : 100



PROPOSED SOUTH ELEVATION - WASTE ROOM
1 : 100

DEVELOPMENT PLAN CONSENT

project no. 2109 | drawing no. PA-13 | amendments

PROPOSED MIXED USE DEVELOPMENT
address: 263 - 277 PAYNEHAM ROAD, ROYSTON PARK SA 5070
for: FP WITRALLA PTY LTD

drawn: DP
scale: 1 : 100
issue date: 04.03.24
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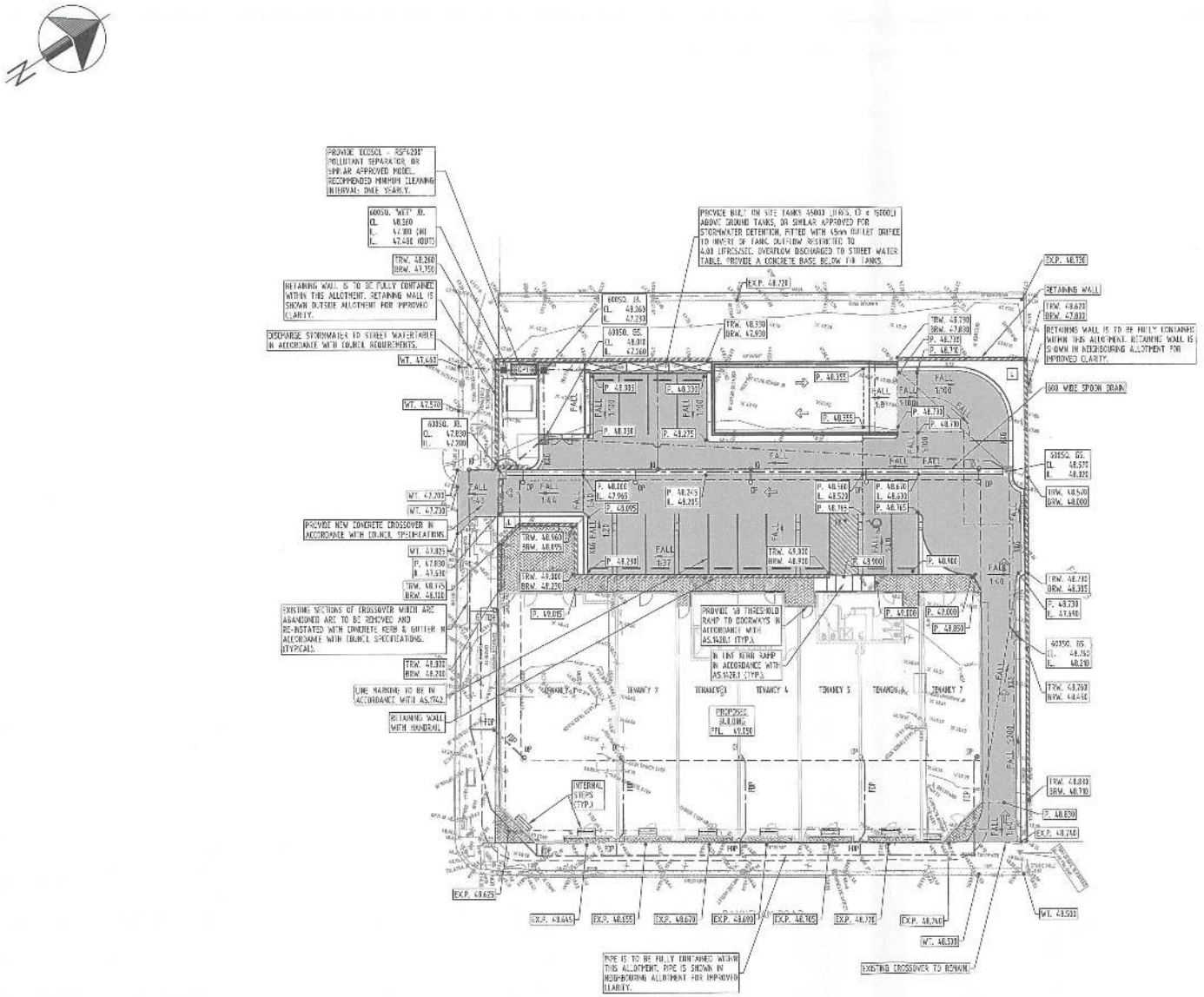

CIVIL PLAN - GROUND LEVEL
1:200

LEGEND

- CONCRETE PAVEMENT
- LIGHT DUTY CONCRETE PAVEMENT
- SELECTED PAVERS
- LANDSCAPING / GRASSED AREA
- EXISTING SPOT LEVEL
- EXISTING CONTOUR
- PUMPING MAIN, AS PER SUPP PUMP SPEC.
- Ø___ STORMWATER PIPE 1% MIN U.N.O.
- Ø___ STORMWATER PIPE U/BALLED U.N.O.
- FDP SELECTED Ø___ FLYING DOWNPIPE
- DP SELECTED Ø___ DOWNPIPE
- SURFACE INSPECTION OPENING
- FB FIXED BOLLARD
- SELECTED RETAINING WALL
- EMBANKMENT/BATTER (GRADE BANKS AT MAX. 1IN3)
- 100 HIGH CONCRETE KERB
- 100 HIGH CONCRETE KERB & GUTTER
- 450 WIDE CONCRETE SPOON DRAIN
- 300 WIDE CONCRETE SPOON DRAIN
- K350 RAMP
- ALLOT BOUNDARY
- PROPOSED PAVEMENT OUTLINES
- PROPOSED LINE MARKINGS
- PROPOSED BASEMENT WALL
- PROPOSED BUILDING ROOF OVER
- AG Ø100 AG. DRAIN WITH 10mm SCREENINGS
- PROPOSED WHEEL STOP
- CONCRETE UPSTAND (500 MAX)
- 300 WIDE GRATED TRENCH DRAIN
- (GP) 900X 900X GRATED INLET PIT
- (GS) 450SQ. GRATED SUMP (UNO)
- (GS) 600SQ. GRATED SUMP (UNO)
- (JB) 600SQ. JUNCTION BOX (UNO)
- 99.99 DESIGN LEVEL
- TOK TOP OF KERB.
- WT. WATER TABLE.
- P. PAVEMENT.
- EXP. EXISTING PAVEMENT.
- TRW. TOP OF RETAINING WALL.
- BRW. BOTTOM OF RETAINING WALL (PAV. / GROUND LEVEL)
- CL. COVER LEVEL.
- IL. INVERT LEVEL.
- FFL. FINISHED FLOOR LEVEL.
- BL. BENCH LEVEL.
- NS. NATURAL SURFACE LEVEL.

No	REVISION	DRAWN	CHECKED	DATE
PE	FOR PLANNING APPROVAL	PK	AG	21.10.24
PD	FOR PLANNING APPROVAL	PK	AG	08.07.24
PC	FOR PLANNING APPROVAL	PK	AG	28.03.24
PB	FOR PLANNING APPROVAL	PK	AG	19.03.24
PA	FOR PLANNING APPROVAL	PK	AG	16.05.23

PROJECT:
ROYSTON PARK MIXED USE DEVELOPMENT
AT: 263-277 PAYNEHAM ROAD ROYSTON PARK
FOR: FP WHYALLA PTY LTD

DRAWING TITLE:
CIVIL PLAN - GROUND LEVEL

NOTE:
THIS IS A PLANNING DRAWING ONLY. FURTHER ENGINEERING DESIGN INCLUDING SPECIFICATIONS, SIZING AND STORMWATER INVERTS TO BE PROVIDED PRIOR TO BUILDING RULES ASSESSMENT AND CONSTRUCTION.

THE LOCATION OF EXISTING STRUCTURES ADJACENT TO THE AREA OF CONSTRUCTION ARE TO BE CHECKED ON SITE BY THE BUILDER / CONTRACTOR. SHOULD A RISK OF POTENTIALLY UNDERMINING AN EXISTING STRUCTURE EXIST, THIS OFFICE IS TO BE NOTIFIED IMMEDIATELY.

BEWARE OF UNDERGROUND SERVICES. THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN. CONTRACTOR TO LOCATE AND CONFIRM DEPTH OF ALL EXISTING SERVICES PRIOR TO CONSTRUCTION.

1 : 200 @ A3
0 2 4 6 8 10m

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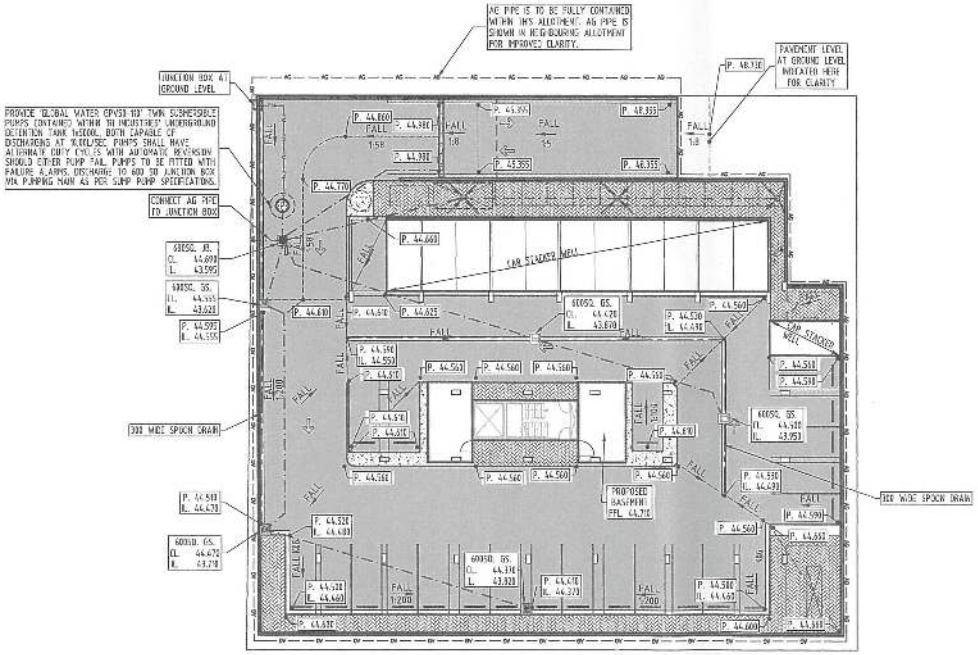

CIVIL PLAN - BASEMENT LEVEL
1:200

LEGEND

- CONCRETE PAVEMENT
- LIGHT DUTY CONCRETE PAVEMENT
- SELECTED PAVERS
- LANDSCAPING / GRASSED AREA
- EXISTING SPOT LEVEL
- EXISTING CONTOUR
- PUMPING MAIN, AS PER SUMP PUMP SPEC
- #___ STORMWATER PIPE 1% MIN U.N.O.
- #___ STORMWATER PIPE (SEALED) U.N.O.
- FDP SELECTED #___ FLYING DOWNPIPE
- DP SELECTED #___ DOWNPIPE
- SURFACE INSPECTION OPENING
- FB FIXED BOLLARD
- SELECTED RETAINING WALL
- EMBANKMENT/BATTER (GRADE BANKS 1:2 MAX. U.N.O.)
- 100 HIGH CONCRETE KERB
- K&G 100 HIGH CONCRETE KERB & GUTTER
- 600 WIDE CONCRETE SPOON DRAIN
- 200 WIDE CONCRETE SPOON DRAIN
- KERB RAMP
- ALLOT BOUNDARY
- PROPOSED PAVEMENT OUTLINES
- PROPOSED LINE MARKINGS
- PROPOSED BASEMENT WALL
- PROPOSED BUILDING ROOF OVER
- #100 AG. DRAIN WITH 16mm SCREENINGS
- PROPOSED WHEEL STOP
- CONCRETE UPSTAND (300 MAX)
- 300 WIDE GRATED TRENCH DRAIN
- (GP) #150 GRATED INLET PIT
- (SS) 450SQ. GRATED SUMP (UNO)
- (GS) 600SQ. GRATED SUMP (UNO)
- (JB) 600SQ. JUNCTION BOX (UNO)
- 38.892 DESIGN LEVEL
- T.K. TOP OF KERB.
- W.T. WATER TABLE.
- P. PAVEMENT.
- E.G.P. EXISTING PAVEMENT.
- T.R.W. TOP OF RETAINING WALL.
- B.R.W. BOTTOM OF RETAINING WALL. (PAV. / GROUND LEVEL)
- C.L. COVER LEVEL
- I.L. INVERT LEVEL
- F.F.L. FINISHED FLOOR LEVEL
- G.L. GRADE LEVEL
- N.S. NATURAL SURFACE LEVEL

No	REVISION	DRAWN	CHECKED	DATE
PE	FOR PLANNING APPROVAL	PK	AG	27.11.24
PD	FOR PLANNING APPROVAL	PK	AG	08.07.24
PC	FOR PLANNING APPROVAL	PK	AG	28.03.24
PB	FOR PLANNING APPROVAL	PK	AG	18.02.24
PA	FOR PLANNING APPROVAL	PK	AG	16.06.23

PROJECT
ROYSTON PARK MIXED USE DEVELOPMENT
AT: 263-277 PAYNEHAM ROAD
ROYSTON PARK
FOR: FP WHYALLA PTY LTD

DRAWING TITLE
CIVIL PLAN - BASEMENT LEVEL

NOTE:

THIS IS A PLANNING DRAWING ONLY. FURTHER ENGINEERING DESIGN INCLUDING SPECIFICATIONS, SIZING AND STORMWATER INVERTS TO BE PROVIDED PRIOR TO BUILDING RULES ASSESSMENT AND CONSTRUCTION.

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BEWARE OF UNDERGROUND SERVICES. THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN. CONTRACTOR TO LOCATE AND CONFIRM DEPTH OF ALL EXISTING SERVICES PRIOR TO CONSTRUCTION.

1:200 @ A1
0 2 4 6 8 10m

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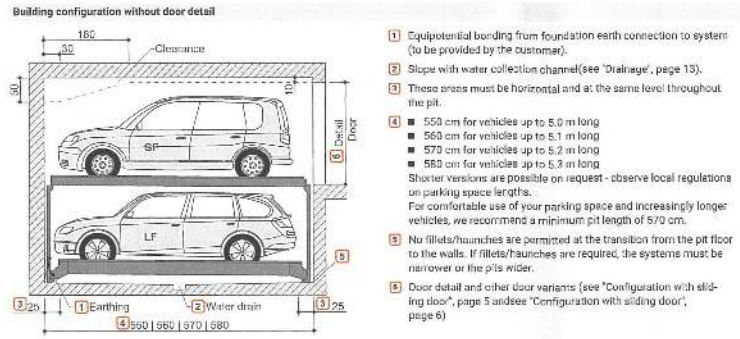
Attachment 1





1 Equipotential bonding from foundation earth connection to system (to be provided by the customer).

2 Slope with water collection channel(see "Drainage", page 13).

3 These areas must be horizontal and at the same level throughout the pit.

4
- 550 cm for vehicles up to 5.0 m long
- 560 cm for vehicles up to 5.1 m long
- 570 cm for vehicles up to 5.2 m long
- 580 cm for vehicles up to 5.3 m long

Shorter versions are possible on request - observe local regulations on parking space lengths.
For comfortable use of your parking space and increasingly longer vehicles, we recommend a minimum pit length of 570 cm.

5 No fillets/haunches are permitted at the transition from the pit floor to the walls. If fillets/haunches are required, the systems must be narrower or the pits wider.

6 Door detail and other door variants (see "Configuration with sliding door", page 5 andsee "Configuration with sliding door", page 6)

Klaus Multiparking ANZ
www.multiparking.com.au
info@multiparking.com.au
03 8797 4400

KLAUS MULTIPARKING

Environment, Resources and Development Court
E.R.D.C. No: 103 /2024
EXHIBIT No: 'B'

PROVISIONS RELATING TO WORKS

1.1 Notice of Commencement of Work

The owner shall give the Public Realm Compliance Officer at least seven (7) days' notice of intention to commence work. Works must be completed within three (2) months of commencement.

1.2 Location

Driveway crossovers and inverts will not be permitted on a corner radius at an intersection or junction and may not be permitted at a location where it will interfere with street trees or existing drainage infrastructure.

Where a new invert is superseding an existing invert which is no longer required, the applicant must close off the disused invert by its total removal between the construction joints on either side of the invert and recast a new kerb and gutter to the Council's specification.

The Council has a policy on the provision of second driveways. Applications for second driveways should be discussed with the Urban Services Department as early as possible.

1.3 Finished Levels

Finished surface levels for crossovers shall match the existing footpath levels at each end of the works. The applicant must ensure that surface levels on the property match in with the existing footpath level at the entrance point. Steps or steep inclines will not be permitted to be constructed on the footpath to match the driveway level of the property.

Concrete inverts shall be constructed so as to ensure the free flow of water along the gutter.

Where a concrete footpath is in existence in the position where the new crossover is to be constructed, the concrete footpath must be cut with an abrasive saw at the nearest construction joints that are wider than the proposed crossover and removed between those cuts and reconstructed in accordance with the attached details and specification.

The invert is to be constructed by removal of existing kerb AND gutter and constructed to details as shown in the attached drawing. (Diagram 1)

1.4 Trees

Applicants are advised that approval to construct a driveway crossover may not be granted where the construction of a driveway crossover will require the removal of a street tree or disturbance of street tree roots. Applicants should discuss any works that may interfere with street trees with the Development Officer, Building as early as possible.

Should approval to remove a street tree be granted, the applicant will be required to meet the cost of t he removal of the tree and its replacement.

1.5 Bluestone Kerbing

Where bluestone kerbing is removed as part of the works, surplus bluestone pieces shall be carefully transported to the Council Depot at 30 Davis Road, Glynde. Depot attendants must be contact ed on 8360 9001 prior to delivery of bluestone pieces.

1.6 Public Safety

Public Safety, traffic management and pedestrian management is the responsibility of the property owner during the construction period. An Authorisation to Alter a Road Permit, issued by the Council, may be required where applicants are intending to close a portion of the footpath.
Persons carrying out the work shall have public liability insurance.
Where the works are undertaken by the Council, the Council will provide appropriate signage and pedestrian and traffic management.

1.7 Existing Services

The applicant is responsible for the location of all underground and overhead services which may be affected by the works, and any costs associated with relocation of affected services. Services that should be considered include, but are not limited to: water, gas, electricity and telecommunications.

1.8 Damages

Any damage to existing services or public or private property as a result of the applicant's or contractor's activity, shall be the responsibility of the applicant, who shall arrange for such damage to be made good and meet all costs arising.

1.9 Cleaning Up

At all times, the job must be kept clean and tidy and fee from all surplus materials, spoil and debris of all kinds. All surplus earth, clay and excavated material from the job shall be removed from the site and disposed of by the applicant or contractor in a manner that will not affect the immediate area surrounding the proposal and/or enter the Council stormwater system.

1.10 Subgrade

The subgrade shall be free from organic matter or other deleterious material and shall be compacted to 95% of the density obtained by Test E2.1 of AS1289.

The subgrade shall be thoroughly compacted to prevent subsidence and consequent cracking.

1.11 Basecourse and sub base

Basecourse shall be thoroughly compacted (95% of Test E2.1 of AS1289 to a thickness as specified in Table A). The materials used shall comply with Department of Planning, Transport and Infrastructure Specification 20 mm crushed rock PM1/20 QG basecourse, 20 mm quarry rubble PM2/20 QG sub base course.

1.12 Concrete

Ready mixed concrete conforming to the standards outlined shall be used. Concrete to be a nominal 4:2:1 mix with minimum 28 day strength of 25 MPa.

- 80 mm maximum slump using ordinary Portland cement, maximum aggregate size 20 mm.
- Concrete slabs shall be reinforced with steel fabric (as specified in Table A or B) and placed with 25 mm clear cover except where shown otherwise.
- The surface should be finished with a textured non-slip surface (ie: broom finished) and a steel edging should be used on joints and edges.
- Concrete slabs shall be protected during the first seven days of curing.

TABLE A CONCRETE CROSSOVER

LAND USE	BEDDING	SLAB THICKNESS	REINFORCEMENT	CONCRETE STRENGTHS
Residential (only permitted where footpath is concrete)	75 mm	100 mm	F62	25 MPa @ 28 Days
Commercial (Inc Car Parks)	75 mm	100 mm	F62	25 MPa @ 28 Days
Industrial	150 mm	150 mm	F62 Top & Bottom	25 MPa @ 28 Days

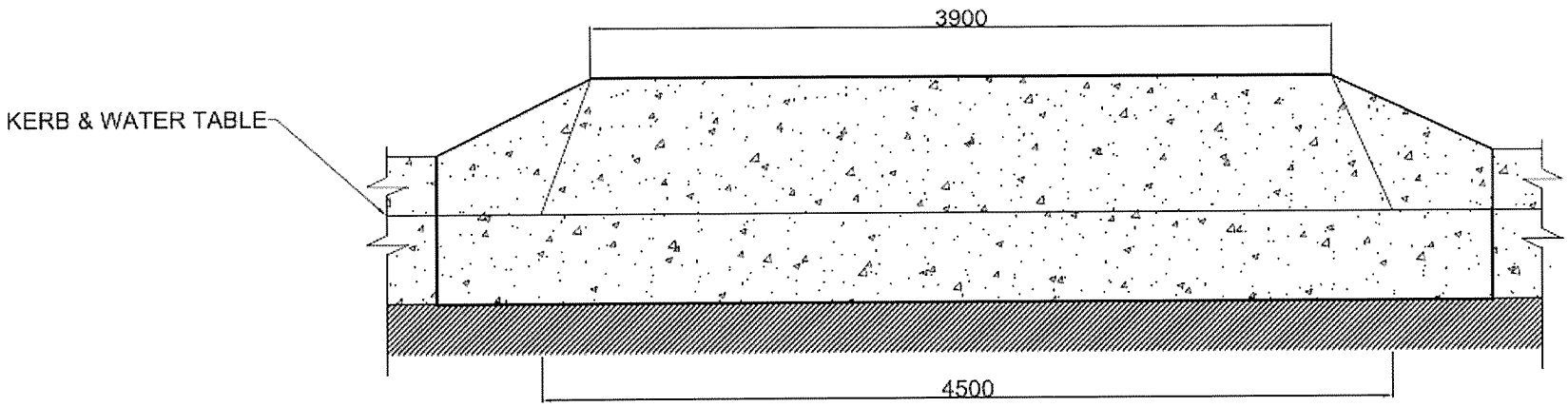
TABLE B CONCRETE INVERTS

LAND USE	SUB BASE	DEPTH D	REINFORCEMENT	CONCRETE STRENGTHS
Residential	75 mm	100 mm	F62 Central	25 MPa @ 28 Days
Commercial (Inc Carparks)	150 mm	140 mm	F 62 Central	25 MPa @ 28 Days
Industrial	150 mm	150 mm	F62	25 MPa @ 28 Days

NOTE: Inverts located in bluestone kerbing are to be constructed with a black oxide colouring of 10 kg / m^3.

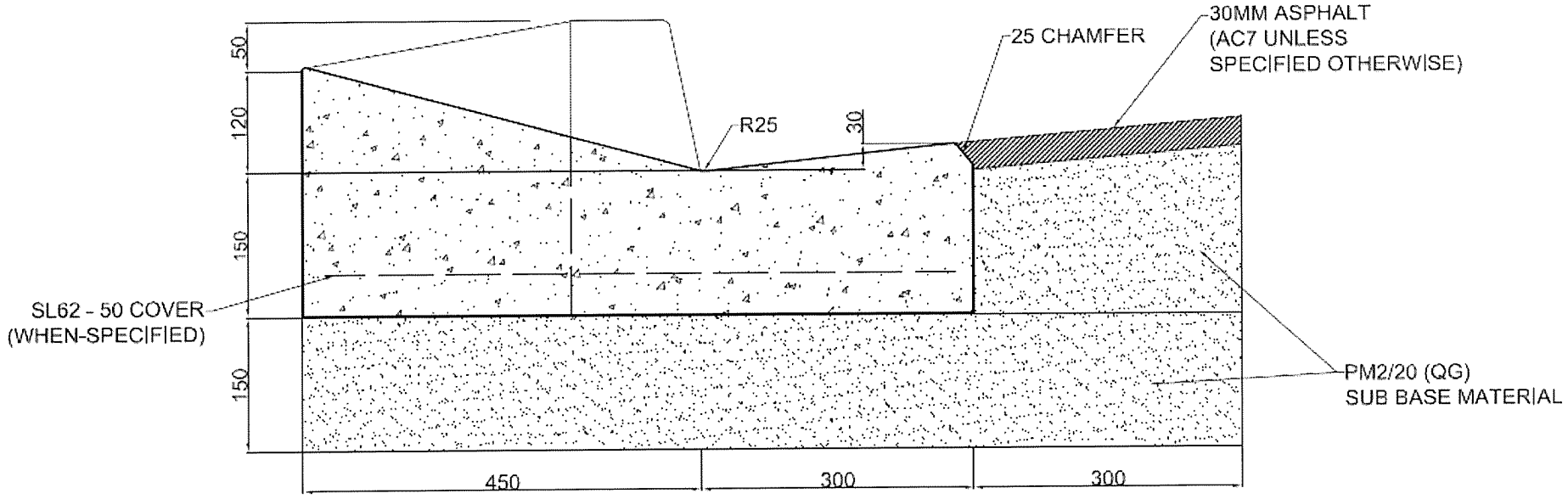
TABLE C CONCRETE BLOCK PAVERS - CROSSOVER

LAND USE	BEDDING	PAVING	COLOUR
Residential (Footpath / Driveway)	20 mm Sand Bedding	Rectangular 220 x 110 x 60	ADBRI Masonry in Port Blend or equivalent
Commercial Footpath	20 mm Sand Bedding	Rectangular 220 x 110 x 60	ADBRI Masonry in Port Blend or equivalent
Commercial Driveway (not suitable for heavy traffic)	100 mm Rubble Base 20 mm Sand	Rectangular 220 x 110 x 80	ADBRI Masonry in Port Blend or equivalent



NOTES;

1. CONCRETE TO HAVE A MIN COMPRESSIVE STRENGTH OF 25 MPA
2. PORTLAND GREY CONCRETE TO BE USED WITHIN COUNCIL GENERAL ZONING
3. CONCRETE COLOURED 10KG BLACK OXIDE PER M3 TO BE USED WITHIN COUNCIL HERITAGE ZONING
4. SUB BASE PM2/20 (QG) MATERIAL SHALL BE COMPACTED TO MIN 96% MMDD AS PER AS1289 5.2.1



DRIVEWAY INVERT

NOT TO SCALE

SCALE 0 0.1 0.2 0.3 0.4 0.5 METRES

0 0.1 0.2 0.3m
SCALE 1:10 AT ORIGINAL SIZE

City of Norwood Payneham & St Peters

DRIVEWAY INVERT

SD06

As shown

REV	DESCRIPTION	DRAWN	DATE
A	STANDARD DETAIL	MM	30.10.19

© COPYRIGHT

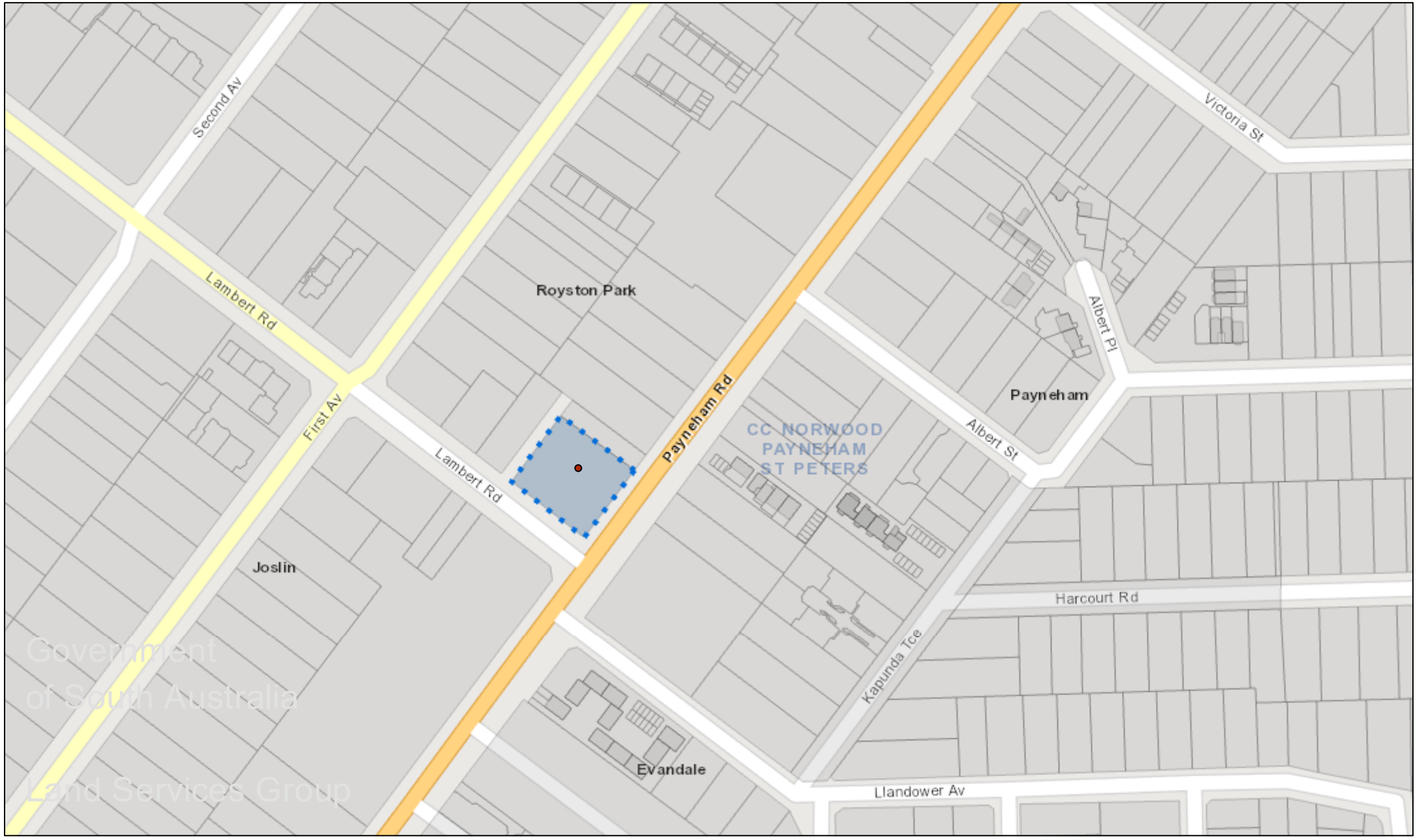
Attachment 2

SAPPA Report

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

Attachment 3

Subject Land Map



Disclaimer: The information provided above, is not represented to be accurate, current or complete at the time of printing this report. The Government of South Australia accepts no liability for the use of this data, or any reliance placed on it.

SAPPA Report

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

Attachment 3

Locality Map



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SAPPA Report

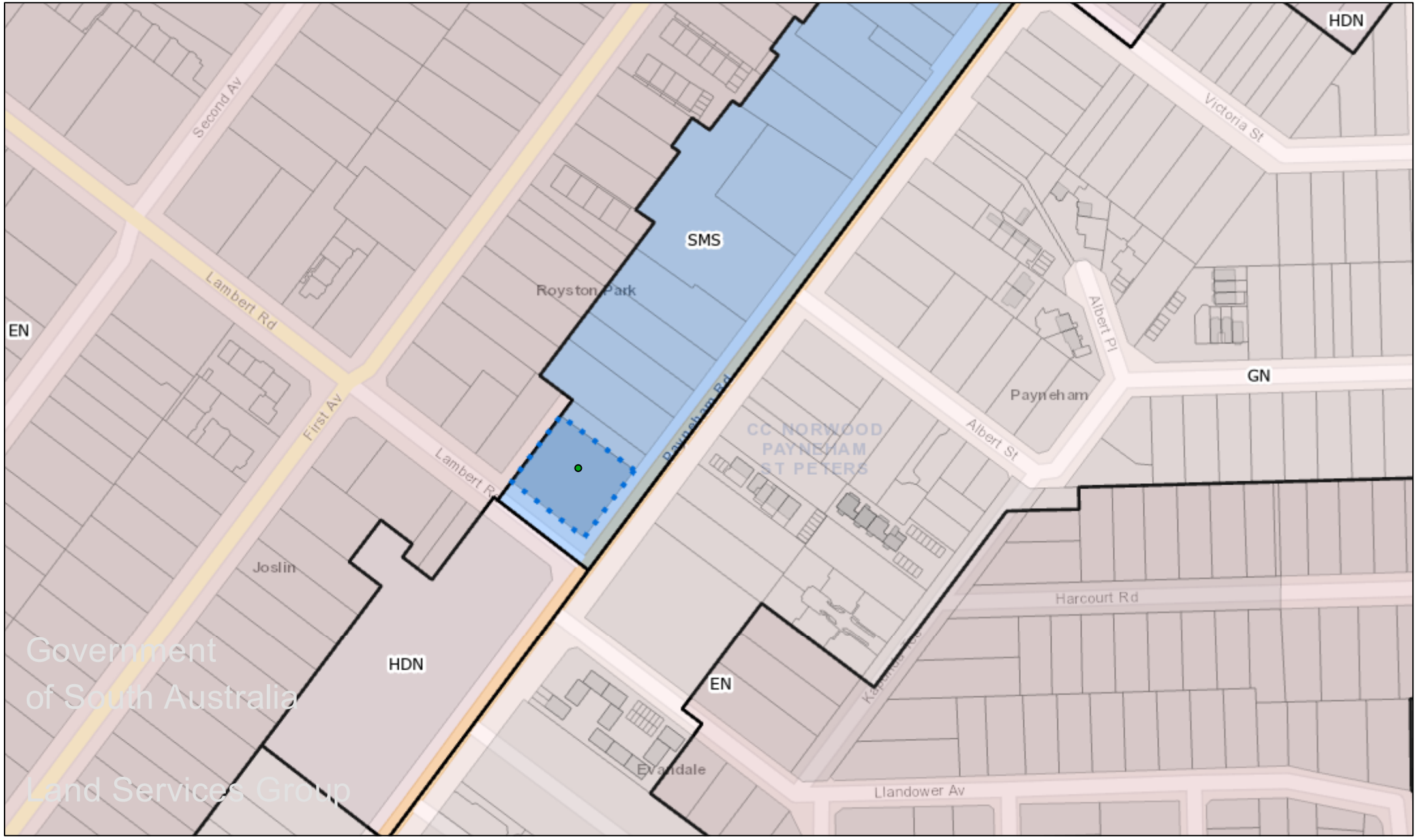
The SA Property and Planning Atlas is available on the Plan SA website: https://sappa.plan.sa.gov.au

Zoning Map

LEGEND:

SMS: Suburban Main Street Zone
EN: Established Neighbourhood Zone
HDN: Housing Diversity Neighbourhood Zone
GN: General Neighbourhood Zone:

Attachment 4



Disclaimer: The information provided above, is not represented to be accurate, current or complete at the time of printing this report. The Government of South Australia accepts no liability for the use of this data, or any reliance placed on it.

SAPPA Report

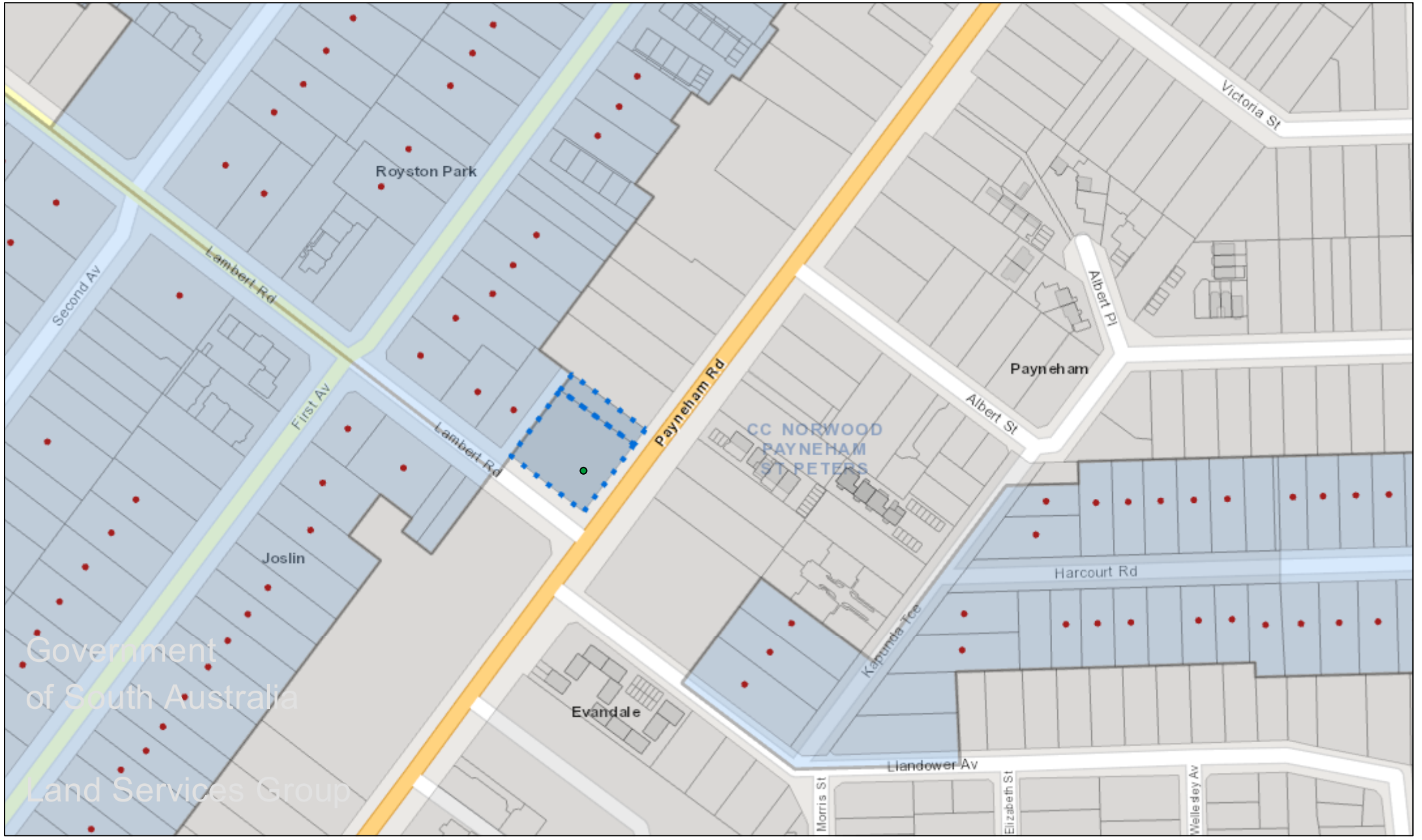
The SA Property and Planning Atlas is available on the Plan SA website: https://sappa.plan.sa.gov.au

Historic Area Overlay Map

LEGEND:

Representative Building

Attachment 4



Disclaimer: The information provided above, is not represented to be accurate, current or complete at the time of printing this report. The Government of South Australia accepts no liability for the use of this data, or any reliance placed on it.

SAPPA Report

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

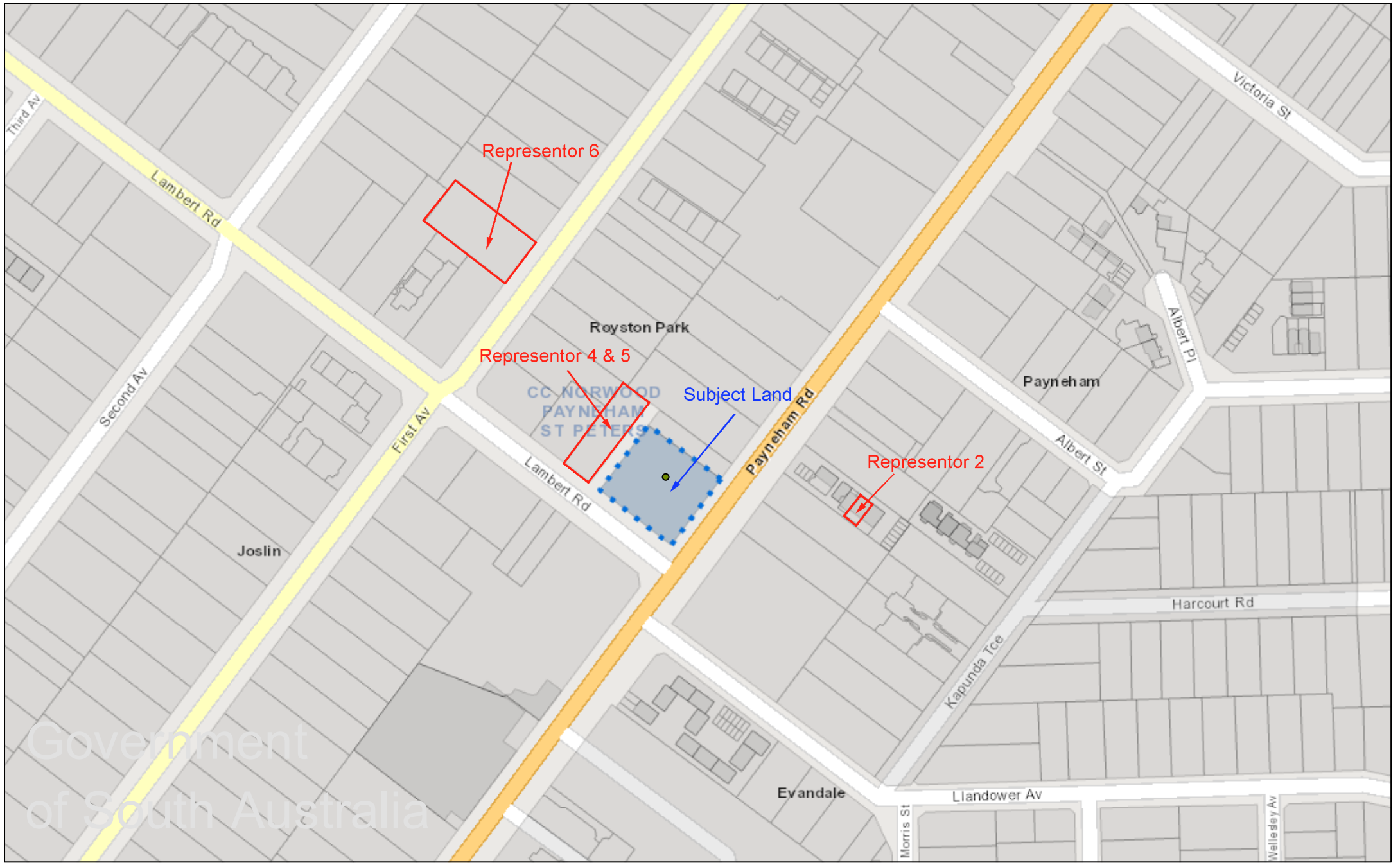
Representation Map

Attachment 5

Outside of Map Range:

Representor 1 - 12 Wilcox St, Adelaide

Representor 3 - 105 First Ave, St Peters



Disclaimer: The information provided above, is not represented to be accurate, current or complete at the time of printing this report. The Government of South Australia accepts no liability for the use of this data, or any reliance placed on it.

Details of Representations

Attachment 6

Application Summary

Application ID	25036810
Proposal	Variation to DA 23020223 comprising: - a reduction in the ground floor area - a reduction in the ground floor tenancies to one (1) restaurant and two (2) offices - an increase in the number of dwellings from 18 to 21 - removal of the basement car park - alterations to the at-grade car parking area, including the construction of a three-tier car stacker system (outbuilding)
Location	263 -277 PAYNEHAM RD ROYSTON PARK SA 5070

Representations

Representor 1 - Fran E

Name	Fran E
Address	
Submission Date	16/01/2026 10:27 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons
Such a large site and yet not a single tree planted. How is this allowed? Surely Council has min. trees' planted per sqm? Projects like this need less focus on concrete and carparks and more focus on liveability. Please reconsider space and leave room for planting (native) trees.

Attached Documents

Representations

Attachment 6

Representor 2 - Yimin Hu

Name	Yimin Hu
Address	
Submission Date	18/01/2026 12:21 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 building will block the sunlight to our side and the traffic will increase a lot.	

Attached Documents

Representations

Attachment 6

Representor 3 - Martin Godfrey

Name	Martin Godfrey
Address	
Submission Date	04/02/2026 01:03 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns

Reasons
On reading through the public notification documents for the proposed Variation to Development Application 23020223 I have three concerns that I wish to raise about the proposed development: 1. Crossover and footpath along the Lambert Road Frontage 2. Sightlines for vehicles exiting the site onto Lambert Road 3. Proposal to allow right turns from Payneham Road into the site Details of these concerns are given in the attached document

Attached Documents

Submission-Shops-Houses-Corner-Payneham-and-Lambert-Roads-1581909.pdf

Submission raising concerns about proposed Variation to Development Application 23020223 263-277 Payneham Road, Royston Park

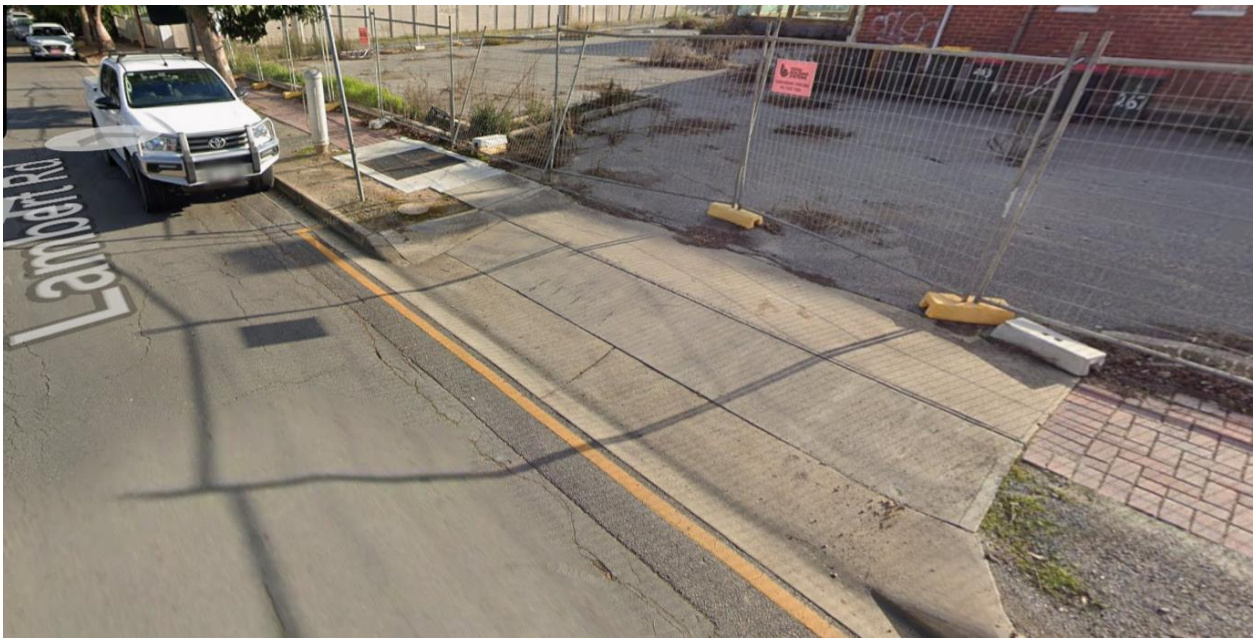
On reading through the public notification documents for the proposed Variation to Development Application 23020223 I have three concerns that I wish to raise about the proposed development:

1. Crossover and footpath along the Lambert Road Frontage
2. Sightlines for vehicles exiting the site onto Lambert Road
3. Proposal to allow right turns from Payneham Road into the site

Below are details of my concerns about these three issues:

1. Crossover and footpath along the Lambert Road Frontage

Drawing PA04 *"Proposed Site/Ground Floor Plan"* shows a concrete path along the Lambert Road side of the development. The existing paving along Lambert Road consists of brick pavers. The only part of the footpath that is concrete is the existing crossover (that is to be removed) and an apron around the services pit. See the Google street view image below.



NPSP Council's Policy on *Footpaths and Driveway Crossovers* (https://www.npsp.sa.gov.au/directory_documents/261_footpaths_and_driveway_crossovers_policy) states under key principles:

> *2. Pavement material is an important material that influences human behaviour depending on how it is used. Unless a shared street or mall, footpath paving should generally be a different material to roadway paving. Within the Australian Road Rules, under the Road Traffic Act 1961, drivers legally must give way to pedestrians when entering/exiting a road. For this reason, pedestrian infrastructure should be provided in a continuous manner across all residential driveway crossovers, maintaining footpath crossfall and material in preference to the driveway construction*.

I request that the existing pavers are retained and not replaced with concrete. This ensures the existing footpath levels and crossfalls are maintained in accordance with NPSP Council's policy.

As a wheelchair user the cross fall mentioned in the above policy is particularly important. The grading of the crossover from the site boundary to the gutter invert should include consideration of users of the footpath, not just graded from the boundary to the invert for the convenience of vehicles leaving the site. You will note in the street view screenshot above the footpath section is relatively flat (low crossfall), and then graded from the edge of the footpath down to the gutter invert. Australian Standard 1428.1 *Design for access and mobility* states the crossfall for walkways should not exceed 1:40 (1:33 for bitumen walkways). It should be noted that the Joslin Manor Residential Aged Care facility is located on the opposite side of Lambert Road from the proposed development. Many of its residents use

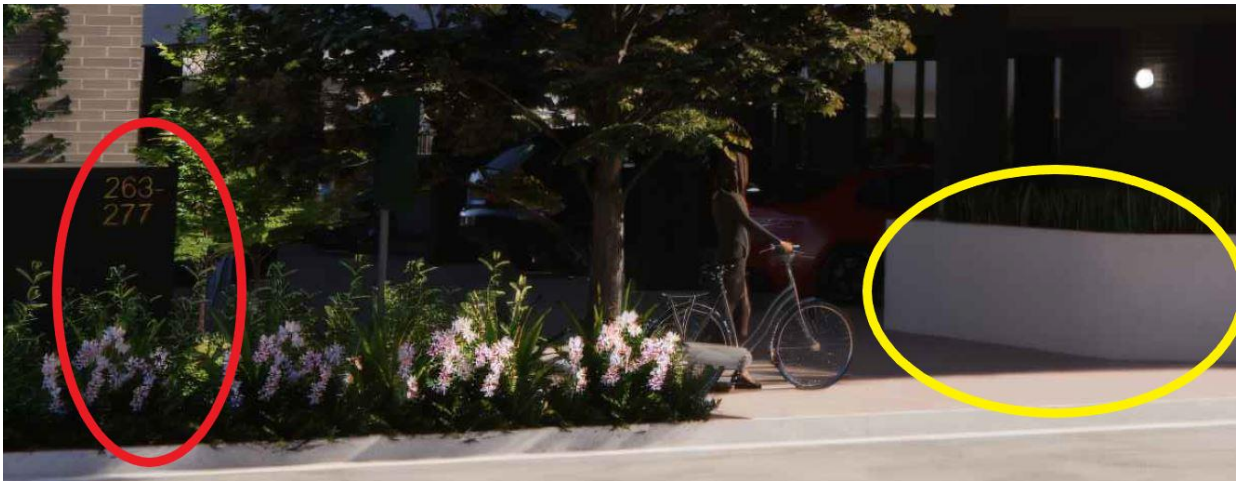
wheelchairs and mobility scooters, and are likely to use the restaurant in the new development. To ensure the footpath and crossovers around the proposed development comply with current Australian Standards of Design for access and mobility, I request that the following conditions are added to planning consent:

> *The existing pavers along the Lambert Road frontage of the site are retained.*
>
> *The crossfall on the footpath section of the new crossover on Lambert Road shall not exceed 1:40 in accordance with Australian Standard 1428.1 Design for access and mobility.*

Drawing PA09 *"Proposed South-West Side Elevation - Lambert Road"* represents the site as being level. There is actually a significant fall from Payneham Road to the laneway that runs off Lambert Road (about 0.8 metres of fall). This fall will have an impact on the appearance of the building from Lambert Road, and more importantly the gradients of the proposed new crossover. The drawing pack should include a drawing showing the true site levels so these aspects can be assessed. It may be necessary to have a fall on the vehicle exit within the site so that it meets the existing footpath level. However, this cannot be assessed from the public notification documents provided.

2. Sightlines for vehicles exiting the site onto Lambert Road

Within the Australian Road Rules, under the Road Traffic Act 1961, drivers must give way to pedestrians when entering/exiting a road. Thus it is the responsibility of drivers to give way to pedestrians on the footpath/crossover. The notification documentation includes a report from mfy which includes a section to indicate that pedestrian sight distance criteria will be met at the exit from the site. Below is a picture extracted from the notification documentation showing the exit onto Lambert Road.



I am concerned that children and wheelchair users like myself may not be visible to drivers in cars with low seating due to the wall circled in yellow above. From the drawings the wall appears to be just over 1m high. However, with the fall from Payenham Road not being depicted in the elevation drawings, it could be as high as 1.6 metres (the fall from Payneham Road is about 0.6 metres at this point). The plans also show Viburnum suspensum (Sandankwa Viburnum) planted as a hedge behind the wall. Viburnum suspensum grows to 3-3.6 metres in height and width, so is an unsuitable plant for this location as it will obscure the view of the footpath - https://www.nurserywarehouse.com.au/products/viburnum-suspensum-sandankwa-viburnum. An analysis needs to be undertaken to ensure that with the wall height and fall from Payneham Road, children and wheelchair will be visible to all vehicles drivers, including drivers in cars with low seating.

The picture of the exit also shows a higher wall on the other side of the exit that could restrict a driver's view of pedestrians on the footpath on this side (circled in red). This wall structure is not shown on the plan views, and the road numbering on the wall could confuse drivers that this is the entrance to the site.

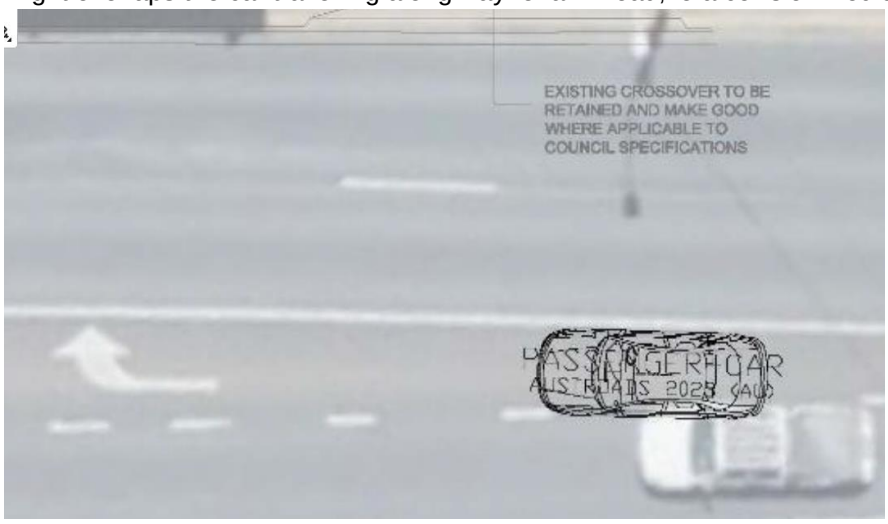
3. Proposal to allow right turns from Payneham Road into the site

I note from the Court Order made by Commissioner Ryan dated 23 December 2024 one of the Conditions imposed by the Commissioner of Highways is:

> 19. All access to/from the Development shall be gained in accordance with the approved Proposed Ground Floor Plan (referred to in 1.5 above). All access from Payneham Road shall be limited to left turn in movements only.

The notification documentation includes a report from mfy which seeks to remove this condition. I frequently travel along Payneham Road towards the city and turn right at the lights onto Lambert Road on my way home to Joslin. At the time I travel this route in the late afternoon traffic is heavy in both directions. I am concerned that allowing right turns onto the site from Payneham Road will result in restricted traffic flow and accidents.

The report from mfy claims that a car waiting to turn right onto the site from Payneham Road *"will be stored within the taper of the channelised right-turn lane"* However as can be seen in the image below from the mfy report, the outline of a car waiting to turn right overlaps the car travelling along Payneham Road, ie a collision would occur.



I am also concerned that allowing right turns onto the site from Payneham Road could lead to other traffic hazards, namely:

- Rear end collisions in situations where a car following intends to turn right at the Lambert Road lights and is caught unawares by the car turn right onto the site stopping before the junction
- Collisions in situations where a car intends to turn right at the Lambert Road lights and swerves back out into the through lane to avoid the car waiting to turn right onto the site
- Restricted traffic flow in situations where a car intends to turn right at the Lambert Road lights and waits behind the car waiting to turn right onto the site, blocking the through lane
- During periods of heavy traffic flow drivers failing to check the crossover and footpath is free of pedestrians prior to turning right onto the site.

Personally I cannot see the logic of reversing the flow of vehicles through the site. To me it makes more sense for drivers to enter the site as they previously did from Lambert Road which is relatively quiet, and exit via Payneham Road when it is safe to do so.

For safety and traffic flow reasons I request that the condition imposed by the Commissioner of Highways, namely *All access from Payneham Road shall be limited to left turn in movements only*. is retained.

Summary

In summary I welcome new retail locations in the neighbourhood. However, the development needs to be undertaken in a manner that ensures the safety of pedestrians, residents and road users, particularly with regard to:

1. Crossover and footpath along the Lambert Road Frontage
2. Sightlines for vehicles exiting the site onto Lambert Road
3. Proposal to allow right turns from Payneham Road into the site.

It should be noted that in 2025 the SA Government Department for Infrastructure and Transport undertook a precinct access study to inform future road infrastructure enhancements to improve safety, amenity, and local street access for all road users - https://www.dit.sa.gov.au/infrastructure/studies/joslin-precinct-access-study. The study encompasses the area in which the proposed development is located and may impact on the development. The outcomes of the study should be factored into the planning approval process.

Representations

Attachment 6

Representor 4 - Adriana Moretta

Name	Adriana Moretta
Address	
Submission Date	05/02/2026 01:22 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	

Attached Documents

RepresentationOn263-277PayehamRoadRoystonPark-13418601.pdf

Daniella Hadgis

From: Moretta, Adriana (East Adelaide School)
Sent: Thursday, 5 February 2026 12:01 PM
To: Development Assessment
Cc: Moretta, Adriana (East Adelaide School)
Subject: Representation for 263–277 Payneham Road, Royston Park - 25036810
Attachments: Adriana Moretta Representation.docx

EAST ADELAIDE SCHOOL

Adriana Moretta
Teacher

East Adelaide School 57–59 Second Avenue, St Peters SA 5069
Phone | **Fax**
Email | **Website** eas.sa.edu.au

This message is intended for the addressee named and may contain privileged information or confidential information or both. If you are not the intended recipient, please delete it and notify the sender.

REPRESENTATION ON APPLICATION

Planning, Development and Infrastructure Act 2016

Applicant:	Byld Pty Ltd
Development Number:	25036810
Nature of Development:	Mixed Use development
Zone/Sub-zone/Overlay:	
Subject Land:	263-277 Payneham Road ROYSTON PARK
Contact Officer:	City of Norwood, Payneham and St Peters *Development Assessment*
Phone Number:	0883364530
Close Date:	5/2/2026

My name*: Adriana Moretta	My phone number:
My postal address*:	My email:

** Indicates mandatory information*

My position is:

- ☐ I support the development
- ☒ I support the development with some concerns
- ☒ I oppose the development

Please see my concerns listed below.

Direct Adjacency and Amenity Impact

As the immediately adjoining landowner on Lambert Road, my property is most directly affected by the proposed development. The variation introduces elevated balconies and mechanical infrastructure that increase overlooking and exposure to vehicular and operational noise. The ERD Court approval addressed these impacts with specific, interdependent conditions. The current variation seeks to remove or weaken those conditions while retaining the approved height and scale, which is neither lawful nor reasonable.

2. Non-Compliance with Mandatory ERD Court Privacy Conditions

The ERD Court appeal (No. 103 of 2024) was upheld subject to explicit conditions of consent intended to mitigate privacy impacts to adjoining properties.

Condition 4 – Planter Boxes

"All landscaping on levels 2–4 shall be planted within planter boxes in the locations shown on the approved plans… The planter boxes shall be constructed and all plantings established prior to occupation of the Development."

The current variation removes the planter boxes entirely. This is a direct non-compliance with a Court-imposed condition and materially departs from the approved development. The planter boxes were a core privacy mitigation measure; their removal significantly increases overlooking into my private open space and habitable room windows.

Proposed Compromise:
As owners, we have assessed alternative measures, such as privacy sails or other screening solutions, which could effectively prevent overlooking without requiring full planter boxes. We are open to the developer funding these alterations, provided they achieve the same level of privacy protection. This approach would reduce or modify the planter box requirement while maintaining the intent of the Court-mandated mitigation.

Balcony Overlooking – Removal of Court-Endorsed Mitigation

Condition 12 – Balcony Treatments
"The balustrades of all rear-facing balconies shall be treated to a height of 1500mm… Such treatments shall restrict views being obtained by a person occupying any rear-facing balcony."

The Court-approved solution relied on a combination of 1.5m privacy-treated balustrades and planter boxes across Levels 1–3. Removal of planter boxes materially weakens this design, resulting in unreasonable cumulative overlooking. A variation cannot lawfully remove Court-mandated mitigation where the underlying impacts persist.

Parking and Car Stacker – Departure from Court-Approved Arrangement

Condition 17 – Basement Car Stacker
"The basement car stacker system shall be constructed and installed prior to occupation of the Development."

The ERD Court approval assumed a basement parking solution, containing mechanical and vehicular noise below ground. The current variation proposes a new above-ground parking garage and altered car stacker arrangement, introducing new noise, vibration, and operational impacts to adjoining properties, including mine.

Requirement for Acoustic Assessment and Ongoing Noise Protection

As the immediately adjoining landowner, I am entitled to reasonable protection of residential amenity under:

- Planning, Development and Infrastructure Act 2016 and the Planning and Design Code;
- Environment Protection Act 1993, which prohibits environmental nuisance on an ongoing basis; and
- Environment Protection (Noise) Policy 2007, which sets enforceable noise limits to protect residents from unreasonable mechanical and operational noise continuously.

Where a variation introduces new mechanical infrastructure and altered noise exposure, the Relevant Authority must require:

1. An independent, site-specific **acoustic report** assessing:
    - Car stacker operation;
    - Vehicle movements;
    - Gates, alarms, and ancillary plant;
    - Cumulative impacts during early morning and evening periods.
2. Confirmation that the installed **car stacker is the quietest available model at the time of procurement**, supported by manufacturer specifications.
3. Mandatory implementation of all recommended **mitigation measures prior to occupation, including acoustic enclosures, vibration isolation mounts, and boundary acoustic treatments along the Lambert Road interface**.
4. **Post-installation acoustic compliance testing** with enforceable remediation if noise criteria under the **Environment Protection (Noise) Policy 2007** are exceeded.

These measures ensure the ongoing protection of residents' amenity, consistent with statutory obligations under the Environment Protection Act 1993 and the Noise Policy.

My property contains habitable bedroom windows located approximately **8 metres from the proposed building and associated mechanical infrastructure**. These rooms are used for sleeping during night-time and early morning periods when background noise levels are low and residents are particularly sensitive to mechanical, tonal, and intermittent noise. Any increase in noise from car stacker operation, vehicle movements, gates, alarms, or associated plant has the potential to cause sleep disturbance and ongoing loss of residential amenity. It is therefore essential that noise impacts are fully assessed against night-time criteria and that enforceable mitigation measures are imposed to ensure compliance with the **Environment Protection (Noise) Policy 2007** and the **Environment Protection Act 1993.**

Integrity of ERD Court Approval and Scope of Variation

The four-storey height and bulk were approved only on the basis of interdependent conditions: planter boxes (Condition 4), balcony privacy treatments (Condition 12), and basement parking (Condition 17). These conditions formed the planning justification for approval. The applicant cannot selectively retain the benefit of the ERD Court approval while removing the conditions that enabled it. If the development no longer complies with Court-imposed conditions, the proposal must be fully reassessed against the Planning and Design Code. The variation cannot be treated as minor, as it introduces materially different impacts requiring comprehensive consideration.

Conclusion and Request

For the reasons above, the proposed variation:

- Conflicts with Conditions 4, 12, and 17 of the ERD Court Order;
- Removes Court-mandated privacy and amenity protections;
- Introduces new and unassessed noise impacts; and

- Fails to achieve relevant Performance Outcomes.

I respectfully request that the Relevant Authority:

1. Require full reinstatement of privacy measures to balconies, either through planter boxes or alternative solutions such as privacy sails, funded by the developer;
2. Require a comprehensive acoustic assessment and enforceable noise mitigation measures to ensure ongoing protection of adjoining residents under the Environment Protection Act 1993 and the Environment Protection (Noise) Policy 2007; and
3. Refuse the variation unless it maintains the level of amenity protection that formed the basis of the ERD Court approval.

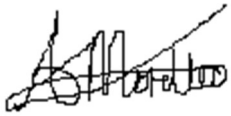
[attach additional pages as needed]

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 consent should be granted or refused; and
- comment only on the performance-based elements (or aspects) 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: Simon Moretta

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

Signature:  Date: 05/02/2026

Email: developmentassessment@npsp.sa.gov.au

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

Representations

Attachment 6

Representor 5 - Simon Moretta

Name	Simon Moretta
Address	
Submission Date	05/02/2026 01:35 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 support the development with some concerns
Reasons	

Attached Documents

Redacted-13418806.pdf

REPRESENTATION ON APPLICATION

Planning, Development and Infrastructure Act 2016

Applicant:	Byld Pty Ltd
Development Number:	25036810
Nature of Development:	Mixed Use development
Zone/Sub-zone/Overlay:	
Subject Land:	263-277 Payneham Road ROYSTON PARK
Contact Officer:	City of Norwood, Payneham and St Peters *Development Assessment*
Phone Number:	0883364530
Close Date:	5/2/2026

My name*: Simon Moretta	My phone number: Click here to enter text.
My postal address*:	My email:

** Indicates mandatory information*

My position is:

- ☐ I support the development
- ☒ I support the development with some concerns
- ☒ I oppose the development

Please see my concerns listed below.

- **Outbuilding** - containing 3 tier stacking system. My concern regarding this is the noise the stacker system will produce. There is no acoustic report given, so I am unsure what level of noise this will produce and whether in line with EPA guidelines. Does this affect the bedrooms of my house 8 m away?

- **Oversight** – Although I understand there is no oversight according to development act. Even so I have concerns regarding oversight.
- Plantar boxes – Previous application had plantar boxes on balcony which would limit access to people standing next to balustrade and limit views into my backyard. These have been removed from the current application.
- Obscure Windows and balcony balustrades I am aware these are obscure to 1.5m, can these be potentially raised to 1.7m for the apartments overlooking my property? Otherwise, can alterations be done to my property (i.e sail and retractable blinds) by the applicant to prevent line of sight in lieu of the plantar boxes.

- **Car parking** – The number of parking available on site that would be available to visitors and patrons. Lambert road is a congested road for car parking as is, the addition of shops and residential apartments will contribute to this problem further. Ensure sufficient car parks are available.

I encourage the applicant to contact me about the issues listed above to alleviate my concerns and potentially would support the development.
Kind regards

Simon Moretta

[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 consent should be granted or refused; and
- comment only on the performance-based elements (or aspects) of the proposal, which does not include the:
  - Click here to enter text. [*list any accepted or deemed-to-satisfy elements of the development]*.

I:	☒ wish to be heard in support of my submission*
	☐ do not wish to be heard in support of my submission
By:	☒ appearing personally
	☐ being represented by the following person: Click here to enter text.

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

Signature:  Date: 5/2/26

Email: developmentassessment@npsp.sa.gov.au

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

Representations

Attachment 6

Representor 6 - David Brown

Name	David Brown
Address	
Submission Date	05/02/2026 06:17 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

Objection to Variation – Mechanical Car Stacker Parking Variation to Development Application 23020223 263–277 Payneham Road, Royston Park 1. Planning Grounds of Objection 1.1 Functional Adequacy of Parking Provision The proposed variation replaces the previously approved basement parking with a three-tier mechanical car stacker system accommodating the majority of resident parking spaces. While numerical parking rates may be met, the proposal fails to demonstrate functional equivalence to conventional parking. Mechanical car stackers are not addressed by AS/NZS 2890.1 and instead rely on proprietary specifications, creating uncertainty regarding reliability, accessibility, and day-to-day usability. Parking under the Planning and Design Code must be practical, accessible, and capable of being used as intended. A system that is periodically unavailable due to mechanical failure, servicing, or queuing delays cannot reasonably be considered to satisfy this requirement. 1.2 Likelihood of Displaced On-Street Parking Experience from comparable developments shows that residents often avoid mechanical stacker systems due to inconvenience, delays, and breakdowns. Where this occurs, vehicles are displaced onto surrounding streets despite the nominal provision of on-site parking. The Planning Report assumes full and consistent utilisation of the stacker system when concluding that off-site parking impacts will be negligible. This assumption is not supported by established behavioural outcomes and represents a material flaw in the assessment of parking impacts. 1.3 Cumulative Impact on Local Street Network First Avenue and Lambert Road already experience high parking demand, including regular use by staff and visitors associated with the adjacent nursing home. Any displacement of resident vehicles will exacerbate congestion and reduce parking availability for existing users. The Planning and Design Code requires development to avoid unreasonable off-site impacts. Given the known performance and behavioural risks associated with car stacker systems, increased on-street parking pressure is foreseeable and has not been adequately addressed. 1.4 Substitution of Proven Infrastructure with Higher-Risk Alternative The previously approved basement parking provided a durable, reliable, and user-accepted solution. Its removal is justified primarily on constructability and cost grounds rather than planning merit. While construction efficiency is a legitimate consideration, it should not override long-term functional performance or transfer operational risk from the development to residents and the surrounding community. 1.5 Conclusion The proposed mechanical car stacker system does not provide an equivalent standard of parking to that previously approved, introduces foreseeable off-site parking impacts, and fails to adequately address long-term functional performance. Accordingly, the variation is not supported on planning grounds. Appendix A – Australian Experience with Mechanical Car Stackers (Summary) Australian experience with mechanical car stacker systems includes: Extended breakdowns preventing vehicle access for prolonged periods Vehicle damage due to mechanical malfunction or misalignment Resident avoidance of stacker spaces and increased reliance on street parking Strata and tribunal disputes relating to maintenance, downtime, liability, and loss of access These issues are widely reported in metropolitan apartment developments and represent a known and recurring risk rather than isolated incidents.

Attached Documents

FUTURE URBAN

Level 1, 74 Pirie Street
Adelaide SA 5000
PH: 08 8221 5511
W: www.futureurban.com.au
E: info@futureurban.com.au
ABN: 76 651 171 630

February 23, 2026

Kieran Fairbrother
City of Norwood, Payneham & St Peters
Via: PlanSA Portal / email: KFairbrother@npsp.sa.gov.au

Kieran,

RESPONSE TO REPRESENTATIONS – APPLICATION ID 25036810

We have been instructed by Byld Pty Ltd (**Applicant**) to respond to the representations that have been made in relation to Application 25036810 (**Proposal**).

Representations

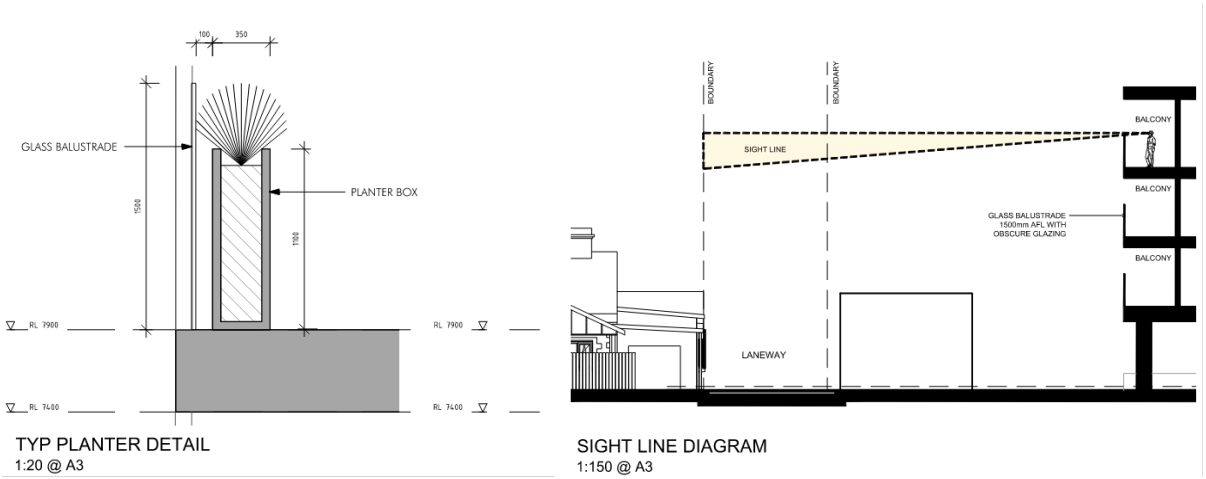
During the notification period, 6 representations were submitted; 2 in support with some concerns and 4 opposed to the proposed development. Having considered the collective content of third-party submissions, we suggest that the concerns expressed by the representors are best summarised along the following key themes:

- Overlooking;
- Overshadowing;
- Traffic, access and parking
- Noise
- Tree planting across the site

Before we respond to these themes, it should be noted from the outset that, in direct response to the privacy concerns raised by the representors from , Royston Park (Adriana Moretta and Simon Moretta), the proposal has been amended as follows:

- **Overlooking from upper levels / planter boxes:**
  - » the balconies, as depicted on the 'Proposed West Elevation', will be fitted with integrated planter boxes which will extend 1.5m above the finished floor level (of the relevant building level), as shown overleaf in Figure 1.

Figure 1 *Proposed integrated planter boxes*



In addition to these positive amendments, our consolidated response to the most pertinent matters raised by third-parties is set out below and should be read together with, and in supplementation to, our planning report and accompanying cover letter, herein together referred to as our 'Planning Report', both being dated November 11, 2025.

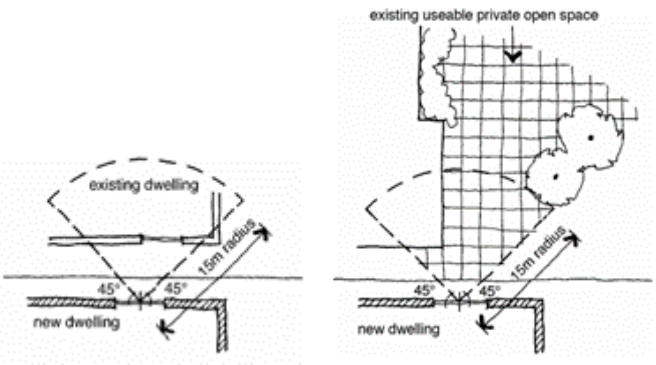
Overlooking

Representor 4 and 5, Adriana and Simon Moretta Royston Park) have expressed concerns that the 1500mm obscure glass balustrades to the rear (north-west) elevation are inadequate, and do not properly mitigate overlooking into their property.

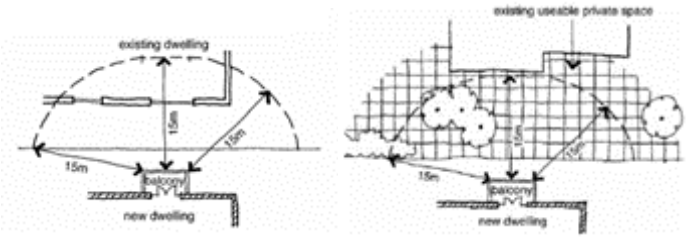
Firstly, we note that the Code in *Part 8 – Administrative Terms and Definitions* defines the term 'direct overlooking' as:

> *"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 that 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 15 metres measured from any point of the overlooking deck, balcony or terrace."*

Overlooking window



Overlooking deck, balcony or terrace



Secondly, POs 10.1 and 10.2 of the Design in Urban Areas (**DiUA**) module of the Code state:

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.*

PO 10.2 *Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood-type zones.*

In response to the concerns of representors that the degree of overlooking is unreasonable, we refer to the diagrams prepared by the Applicant (refer Drawing Number PA-07A 'Proposed Level 2 and Level 3 Diagram' in **Appendix 1**) and highlight that there is no opportunity for 'direct overlooking' into habitable room windows or areas of private open space, as views from the upper-level windows and balconies occur at a distance that is greater than 15 metres (also refer Figure 3 below).

Figure 2 *'Direct overlooking' diagram showing 15m distance from windows / balconies*



Further, it is important to highlight the language of POs 10.1 and 10.2 is such that direct overlooking is to be 'mitigated', not 'eliminated' – meaning the Code policies that specifically address overlooking can be said to anticipate a degree of direct overlooking into residential properties in urban areas.

Nonetheless, the Applicant has amended the proposal by reinstating the integrated planter boxes to the balustrades to the west-facing balconies of Apartments 4, 5 and 6 and 7 on Levels 1 – 3 as a direct response to resolve the concerns of Adriana and Simon Moretta (Representors 4 and 5).

Overshadowing

Representor 2, the owner/occupant of Payneham, has expressed concern regarding the potential overshadowing to their property. The spatial relationship between the subject site and Representor 2's dwelling is illustrated in Figure 1.

Figure 3 *Nearmap image showing subject site and representor 2's property*



Given the relative position of the subject site and Representor 2's property and the sun's path of travel across the northern sky in the Southern Hemisphere, the proposed building will not materially overshadow the north-facing windows or principal private open space of Representor 2's dwelling during the winter months. This outcome is confirmed by the shadow diagrams contained in **Appendix 3**, which formed part of the original application granted planning consent. Importantly, the overall building height remains unchanged under the current variation proposal.

Figure 4 *Shadow diagrams from Appendix 3*



On this basis, the proposal is not expected to result in any meaningful loss of winter sunlight access to habitable rooms or primary private open space at the adjoining property. The development is therefore considered to appropriately manage interface amenity impacts and is consistent with the intent of Interface Between Land Uses PO 3.1 and PO 3.2, which seek to ensure that development maintains reasonable access to direct winter sunlight.

Traffic, Access and Parking

Some representors have asserted that the proposal will create adverse traffic conditions within the local road network and exacerbate already strained on-street parking availability due to an alleged lack of on-site parking. These assertions are not supported by any expert traffic evidence.

In response to these submissions, we direct attention to Section 4.3 of our initial Planning Report dated 19 November 2025, and the expert advice MFY, appended as Appendix 4 to our Planning Report, together with the supplementary advice contained in **Appendix 2** of our response to representations. Key conclusions from MFY's assessment include:

- The proposed mechanical parking stackers are expected to operate efficiently, with vehicle retrieval typically taking between 30 to 60 seconds and modelling indicating negligible queuing, with at most one vehicle waiting during peak periods.
- The stackers are capable of accommodating demand generated by the development, with at-grade parking spaces allocated to visitors and patrons to ensure convenient access.
- The proposed access arrangements are considered appropriate, with sufficient width available for vehicles waiting to turn right into the site from Payneham Road and no increased collision risk anticipated.
- Pedestrian sightlines at the Lambert Road access can be achieved through appropriate wall height, setback and landscaping design, and may be secured by condition if required.
- While maintenance of mechanical systems is required, the reliability of the stacker system is comparable to other building infrastructure and does not raise a planning concern.

On the basis that the expert traffic advice confirms that the development will provide safe and convenient access, adequate parking provision, and will not result in unreasonable impacts on the local road network or surrounding area.

We further note that the Commissioner of Highways, the authority for traffic safety and movements on Payneham Road as a State Maintained road, does not object to the proposal, and Council's traffic engineers have not identified any unresolved traffic, access or parking matters.

Noise from car stacker

Representors 4 and 5, Adriana and Simon Moretta Royston Park) have expressed concern regarding potential noise impacts arising from the proposed car stacker.

The manufacturer's technical documentation confirms that the proposed mechanical parking system incorporates design features and performance criteria intended to minimise operational noise and protect nearby residential amenity. The system utilises low-noise hydraulic units mounted on vibration-dampening rubber-metal blocks, together with noise-attenuating hydraulic hoses and guide rollers designed to minimise transmission of mechanical noise to the surrounding structure.

The manufacturer advises that, when installed in accordance with their specifications and appropriate building construction standards, the system is capable of achieving the following internal noise performance targets:

- Standard acoustic performance: maximum sound pressure level of 30 dB(A) within living and sleeping areas, consistent with DIN 4109-1 noise protection standards.
- Enhanced acoustic performance (optional): maximum sound pressure level of 25 dB(A) where increased sound insulation measures are adopted.

While these benchmarks are derived from German Standard DIN 4109 (and DIN 4109-5 for enhanced protection), they are directed at protecting occupants within the same building as the parking system. In this case, the stacker is proposed to be located within a substantial brick masonry structure, with neighbouring dwellings separated by a laneway and existing dfencing. As such, the actual acoustic exposure to adjoining properties would be expected to be materially lower than the internal benchmarks reference above.

It is also relevant to note that these internal residential benchmarks are comparatively stringent when viewed against the external environmental noise frameworks, including the *Environment Protection (Commercial and Industrial Noise) Polic 2023* (**Noise Policy 2023**), which regulates noise at sensitive receivers from external noise sources.

The documentation further clarifies that typical user-generated noise (such as engines, braking or door closing) is not attributable to the mechanical system itself and is considered separately from system-generated noise.

Accordingly, the available technical information indicates that, when properly installed and integrated into the building structure, the parking system is capable of operating within recognised acoustic standards and would not be expected to result in unreasonable noise impacts on adjoining properties. On this basis, the proposal is considered to satisfy Interface Between Land Uses PO 1.2 and PO 4.1, noting that DPF 4.1 identifies achievement of the Noise Policy 2023 as a standard means of demonstrating that noise emissions will not unreasonably impact the amenity of nearby sensitive receivers.

Tree planting across the site

Representor 1 has raised concerns regarding the perceived lack of tree planting and the extent of built form coverage across the site.

It is important to note that site is located within the Suburban Main Street (**SMS**) Zone, which anticipates a built form pattern that frames the primary 'main street' frontage with buildings set at, or close to, the front boundary, often incorporating verandas, awnings or canopies to create an active and sheltered pedestrian environment (SMS Zone PO 2.1 – PO 2.5). The proposal has therefore been designed to

respond to this envisaged urban form, providing a strong and engaging frontage to Payneham Road rather than extensive front setbacks or large ground-level landscaping areas that would be inconsistent with the desired main street character.

Notwithstanding this, the proposal incorporates landscaping at key locations around the site, including:

- a landscaped strip along the north-western boundary, creating a softened edge and a welcoming Payneham Road entry;
- deep soil planting zones adjacent the Lambert Road access, capable of accommodating small to medium tree plantings; and
- integrated landscaping throughout the building in the form of upper-level planter boxes along balcony edges, contributing to both occupant amenity and the visual greening of the streetscape.

Taken together, these measures ensure the development includes meaningful landscaping opportunities while remaining consistent with the compact, built-form-focused character envisaged for the SMS Zone.

Conclusion

Having regard to the site's context, the relevant provisions of the Planning and Design Code, the matters raised in representations and noting that this application seeks approval for a variation to an existing planning consent, the proposal represents an appropriate and well-considered form of development.

Importantly, aside from a modest increase in the north-western setback and a slight reduction in ground-floor commercial floor area, the variation does not alter the approved built form envelope, scale or height of the development. The principal change relates to the removal of the previously approved basement parking and its replacement with a mechanical parking system. The revised parking arrangement continues to satisfy the anticipated parking demand for this form of mixed-use development and, as demonstrated by expert traffic advice, is expected to operate efficiently without resulting in unreasonable impacts on the surrounding road network or adjoining properties.

In this context, the proposal:

- is orderly, efficient and sustainable in its use of land;
- is well designed and responds appropriately to its main street setting and the established character of the locality;
- will not unreasonably detract from the amenity of surrounding residential properties;
- appropriately manages interface impacts, including overlooking, overshadowing, noise and traffic; and
- contributes positively to the vitality and activation of the Suburban Main Street environment.

For these reasons, it is respectfully submitted that the proposal remains in general accordance with the intent of the SMS Zone and the balance of relevant policies of the Planning and Design Code and is therefore worthy of planning consent.

We confirm our intention to attend the forthcoming Council Assessment Panel meeting and would be pleased to address any questions or matters raised by Panel Members or representors.

Yours sincerely,

Jason Cattonar
Associate Director

APPENDIX 1 *ARCHITECTURAL PLANS*
APPENDIX 2 *MFY LETTER*
APPENDIX 3 *CAR STACKER SPECIFICATIONS*

APPENDIX 1: *ARCHITECTURAL PLANS*

APPENDIX 2: *MFY LETTER*

APPENDIX 3: *CAR STACKER SPECIFICATIONS*

Referral Snapshot

Development Application number:
25036810

Consent:
Planning Consent

Relevant authority:
Assessment Panel at City of Norwood, Payneham and St. Peters

Consent type for distribution:

Referral body:
Commissioner of Highways

Response type:
Schedule 9 (3)(7) Development Affecting Transport Routes and Corridors

Referral type:
Direction

Response date:
18 Dec 2025

Advice:
With comments, conditions and/or notes

Condition 1
All built form, except the veranda canopies, shall be located clear of the 3.5m x 3.5m corner cut-off at the Payneham Road/Lambert Road corner.

Condition 2
All access to/from the development shall be gained in accordance with the Proposed Site/ Ground Floor Plan produced by Piteo Architects, Project No. 2109, Drawing No. PA-04, dated 11/11/2025. The access on Payneham Road shall be limited to left tun in movements only.

Condition 3
All vehicles shall enter and exit the site in a forward direction. All on-site vehicle manoeuvring areas shall remain clear of any impediments.

Condition 4
The entry and exit points shall be suitably signed and line-marked to reinforce the desired traffic flow.

Condition 5
All off-street car parking shall be designed in accordance with *AS/NZS 2890.1:2004* and *AS/NZS 2890.6:2022.*

Condition 6
The largest vehicle permitted on-site shall be restricted to a 10.2m long refuse collection vehicle.

Condition 7
Any infrastructure within the road reserve that is demolished, altered, removed or damaged during the construction of the project shall be reinstated to the satisfaction of the relevant asset owner, with all costs being borne by the applicant.

Condition 8
Stormwater run-off shall be collected on-site and discharged without impacting the safety and integrity of 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 Metropolitan Adelaide Road Widening Plan shows a possible requirement for a 4.5 x 4.5 metre corner cut-off at the Payneham Road/Lambert Road corner for future upgrading of the Payneham Road/Lambert Road intersection. The consent of the Commissioner of Highways under the Metropolitan Adelaide Road Widening Plan Act is required to all building works on or within 6.0 metres of the possible requirement. As building works will encroach within the above areas, the attached consent form and a copy of the approved plan/s and decision notification form should be provided to DIT (via dit.landusecoordination@sa.gov.au) for consent purposes.

Advisory Note 2
In the event that traffic flows on the abutting roads are impacted during construction of the development, the applicant shall notify DIT's Traffic Management Centre (TMC) – Roadworks on 1800 434 058 or email dit.roadworks@sa.gov.au to gain approval for any road works, or the implementation of a traffic management plan.

Kieran Fairbrother

From: Rebecca Van Der Pennen
Sent: Friday, 27 February 2026 9:23 AM
To: Kieran Fairbrother
Subject: RE: DA Referral - 263-277 Payneham Road

Hi Kieran,

The applicant has provided sufficient justification to address my raised concerns.

I don't have any additional comments.

Thanks,

Rebecca van der Pennen
Senior Traffic Engineer

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067
Telephone 8366 4536
Mobile 0413 743 411
Email rvanderpennen@npsp.sa.gov.au
Website www.npsp.sa.gov.au

From: Kieran Fairbrother <KFairbrother@npsp.sa.gov.au>
Sent: Monday, February 23, 2026 1:35 PM
To: Rebecca Van Der Pennen <RVanDerPennen@npsp.sa.gov.au>
Subject: DA Referral - 263-277 Payneham Road

Hi Bec,

I am not sure if you recall, but last year you responded to a referral I issued for this site where they wish to remove an approved basement and instead construct a car stacker system that will hold 37 vehicles. You raised a few queries about how the car stacker system works in practice and so I issued the following RFI to the applicant.

1. **The car stacker system is supported in principle, but further information is required to determine the true functionality of this system in the context of the demand for parking associated with this development. Specifically, you are requested to provide the following detail:**
    a. **How does one park/retrieve their vehicle in the stacker system? For example, do they have to leave their vehicle and swipe a console (and if so where is the console), or is it remote-controlled?**
    b. **How long does it take for someone to park/retrieve their vehicle?**
    c. **Where will drivers park to wait for their space/vehicle to become available? And how might this impact the car park in the meantime?**

Planning, Development and Infrastructure Act 2016 & Planning, Development and Infrastructure (General) Regulations 2017	Section 119(3) / Regulation 34

[redacted]

    d. **Is only one car able to access each stacker at a time (I assume yes)?**
    e. **What is the expected queue length for this facility?**

They have now responded with a letter from MFY – attached – that seeks to respond to these queries.

Would you mind please reviewing these comments and letting me know your thoughts? Thank you in advance!

Regards,

Kieran Fairbrother
SENIOR URBAN PLANNER

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067
Telephone 8366 4560
Email kfairbrother@npsp.sa.gov.au
Website www.npsp.sa.gov.au

Kieran Fairbrother

From: Melinda Lutton <Melinda.Lutton@tonkin.com.au>
Sent: Monday, 22 December 2025 4:48 PM
To: Kieran Fairbrother
Cc: Josef Casilla
Subject: RE: DA Referral - 263-277 Payneham Road Royston Park

Hi Kieran

Re the SMP:

- They have separated the SW into detained (roof), and undetained (paving and landscaping)
- The way pre- and post-development flows have been calculated is acceptable
- They have allowed 16L/s discharge from the roof area (detained), however comparting pre development flows (36.8 L/s whole site) with post development un-detained (27.87L/s) this leaves 8.93 L/s
- Consequently it is anticipated that the tank size will need to be increased from the proposed 6453L. But…
- They have also calculated 1% post development, resulting in 20,000L storage, but this is not required by Council. 20,000L is what they have included on the drawing

Re the civil plan:

- I can't clearly see that the ILs fall in the correct direction
- Could separate line types/ colour be used for the detailed/ undetained pipework? This is required to determine what goes where

Thanks and regards, Mel

Melinda Lutton
Principal Engineer
Melinda.Lutton@tonkin.com.au
Office +61 8 8273 3100

Direct +61 8 8273 3132

Kaurna Country
Level 2, 170 Frome Street
Adelaide SA 5000
Tonkin.com.au | LinkedIn



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From: Kieran Fairbrother <KFairbrother@npsp.sa.gov.au>
Sent: Wednesday, 26 November 2025 9:23 AM
To: Melinda Lutton <Melinda.Lutton@tonkin.com.au>
Cc: Josef Casilla <JCasilla@npsp.sa.gov.au>
Subject: DA Referral - 263-277 Payneham Road Royston Park

Hi Melinda,

Council has received a variation application to an existing approval at this address, which includes the attached SMP. Council's requirements for this site are that the discharge rate in the post-development 20% event is no worse than the pre-development 20% event discharge rate.

Can you please review the SMP calculations and let me know if this meets Council requirements?

Can you also please review the civil plan generally in terms of stormwater collection and discharge and let me know if you have any concerns?

If I can please get your response by Wednesday 10 December 2026, that would be great!

Regards,

Kieran Fairbrother
SENIOR URBAN PLANNER
(Acting Manager, Development Assessment)

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067
Telephone 8366 4560
Email kfairbrother@npsp.sa.gov.au
Website www.npsp.sa.gov.au



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Kieran Fairbrother

From: Kieran Fairbrother
Sent: Monday, 12 January 2026 3:56 PM
To: 'Brian Krombholz'
Subject: RE: Development Application Referral - 263-277 Payneham Road, Royston Park

Hi Brian,

Thank you again.

From what I can gather then, this would all be subject to consideration at the time of the NSWA being applied for. I will advise the developer accordingly.

Appreciate your responses!

Regards,

Kieran Fairbrother
SENIOR URBAN PLANNER

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067
Telephone 8366 4560
Email kfairbrother@npsp.sa.gov.au
Website www.npsp.sa.gov.au

From: Brian Krombholz <BrianK@eastwaste.com>
Sent: Monday, 12 January 2026 3:45 PM
To: Kieran Fairbrother <KFairbrother@npsp.sa.gov.au>
Subject: RE: Development Application Referral - 263-277 Payneham Road, Royston Park

Hi Kieran

My understanding is that NPSP are required to provide a kerbside service, this Non-Standard Service is completed by a Rear Lift Truck and requires manual handling. This service does come with a higher cost for Council, with a 60-metre trip per bin it would be significantly longer to complete.

Ultimately if Council direct East Waste to provide the service and the Risk Assessment permits then we shall empty the bins at the site.

Hope this helps, I'm happy to give you a call to chat more if you need.

Kind regards

Brian Krombholz
Manager Operational Services

EastWaste

1 Temple Court, Ottoway SA 5013
t 08 8347 5120 **m** 0417 063 633
e briank@eastwaste.com

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From: Kieran Fairbrother <KFairbrother@npsp.sa.gov.au>
Sent: Monday, January 12, 2026 3:14 PM
To: Brian Krombholz <BrianK@eastwaste.com>
Subject: RE: Development Application Referral - 263-277 Payneham Road, Royston Park

Hi Brian,

Thanks for your response.

Can you please provide further clarification on your last sentence?

Specifically, is this something that you would only consider at the time that developer submits an application for a *Non-Standard Waste Agreement* with Council? So at this stage would I indicate to the applicant that there is no guarantee that Council will collect the waste, and they can apply down the track and find out – but to anticipate that they may need a private collection?

Or is this something you need to consider now before you provide me with a formal response?

Thank you in advance 😊

Regards,

Kieran Fairbrother
SENIOR URBAN PLANNER

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067
Telephone 8366 4560
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From: Brian Krombholz <BrianK@eastwaste.com>
Sent: Monday, 12 January 2026 3:09 PM
To: Kieran Fairbrother <KFairbrother@npsp.sa.gov.au>
Subject: RE: Development Application Referral - 263-277 Payneham Road, Royston Park

Hi Kieran

The access into the site from the attached plans is no issue. I would like to note that the distance to wheel each bin out from the bin room to the truck is 30 metres, this is a 60-metre trip in total for each bin.

As this is a Council waste service the manual handling aspect of pushing the bins for this distance is a significant factor that needs to be considered.

Kind regards

Brian Krombholz
Manager Operational Services

EastWaste

1 Temple Court, Ottoway SA 5013
t 08 8347 5120 **m** 0417 063 633
e briank@eastwaste.com

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From: Kieran Fairbrother <KFairbrother@npsp.sa.gov.au>
Sent: Monday, January 12, 2026 8:31 AM
To: Leonard Leyland <Leonard@eastwaste.com>
Cc: Brian Krombholz <BrianK@eastwaste.com>; David Maywald <David@eastwaste.com>
Subject: RE: Development Application Referral - 263-277 Payneham Road, Royston Park

Hi Leo,

Yes please! Thank you!

Regards,

Kieran Fairbrother
SENIOR URBAN PLANNER

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067
Telephone 8366 4560
Email kfairbrother@npsp.sa.gov.au
Website www.npsp.sa.gov.au



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From: Leonard Leyland <Leonard@eastwaste.com>
Sent: Monday, 12 January 2026 8:20 AM
To: Kieran Fairbrother <KFairbrother@npsp.sa.gov.au>
Cc: Brian Krombholz <BrianK@eastwaste.com>; David Maywald <David@eastwaste.com>
Subject: RE: Development Application Referral - 263-277 Payneham Road, Royston Park

HI Kieran,

Just confirming are you still waiting on our response? We will get back to you today if that's the case.

Thank you,

Leo

Leonard Leyland
General Manager

EastWaste

1 Temple Court, Ottoway SA 5013
t 08 8347 5109 **m** 0405 648 443
e leonard@eastwaste.com



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From: Kieran Fairbrother <KFairbrother@npsp.sa.gov.au>
Sent: Tuesday, 6 January 2026 3:30 PM
To: Leonard Leyland <Leonard@eastwaste.com>

Cc: Brian Krombholz <BrianK@eastwaste.com>; David Maywald <David@eastwaste.com>
Subject: RE: Development Application Referral - 263-277 Payneham Road, Royston Park

Good afternoon all,

I am just following up on my email below to see if any of you have had a chance to look at this and can provide Council with an indication of your position on the proposed variation?

I have re-attached the documents for your convenience.

Regards,

Kieran Fairbrother
SENIOR URBAN PLANNER

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067
Telephone 8366 4560
Email kfairbrother@npsp.sa.gov.au
Website www.npsp.sa.gov.au



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From: Kieran Fairbrother
Sent: Wednesday, 26 November 2025 11:57 AM
To: 'leonard@eastwaste.com' <leonard@eastwaste.com>
Cc: Brian Krombholz <briank@eastwaste.com>; David Maywald <david@eastwaste.com>
Subject: Development Application Referral - 263-277 Payneham Road, Royston Park

Good morning Leo, Brian and David,

I am not sure to which of you this email is best addressed, so I thought I would just include you all to be safe.

Last year, the Council referred Development Application 23020223 to you for comments on the proposed collection of residential waste from a multi-dwelling site by East Waste. At the time, Rob Gregory responded on behalf of East Waste advising you were generally supportive of the proposed arrangement and that it would, of course, be subject to a Non-Standard Waste Agreement being entered into. I have attached a copy of the approved site plan and Rob's response document for your awareness.

Now, the Applicant has submitted a variation application which, among other things, seeks to amend this arrangement so that trucks enter from Payneham Road, collect waste from within the car park, then exit via Lambert Road – i.e. without the 3-point turn manoeuvre. I have attached a copy of the proposed swept path movement diagrams and the Waste Management Plan. The proposal is still just for residential waste to be serviced by East Waste. You should also note that the application proposes to increase the number of dwellings from 18 to 21.

Can you please review the proposed arrangement as amended, and let me know your thoughts? If there is anything you need from me please let me know.

If I can please get a response within 3 weeks (i.e. by Wednesday 17 December), that would be great! If this timeframe isn't realistic, please let me know ASAP.

Regards,

Kieran Fairbrother
SENIOR URBAN PLANNER
(Acting Manager, Development Assessment)

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067
Telephone 8366 4560
Email kfairbrother@npsp.sa.gov.au
Website www.npsp.sa.gov.au

PlanSA

06/01/2026

Jason Cattonar

Request for Information

Applicant: Byld Pty Ltd
Application ID: 25036810
Subject Land:

263 -277 PAYNEHAM RD ROYSTON PARK SA 5070

Title ref.: CT 5863/464	Plan Parcel: F135935 AL84	Council: THE CITY OF NORWOOD PAYNEHAM AND ST PETERS

263 -277 PAYNEHAM RD ROYSTON PARK SA 5070

Title ref.: CT 5676/117	Plan Parcel: F135934 AL83	Council: THE CITY OF NORWOOD PAYNEHAM AND ST PETERS

Dear Cattonar,

The following additional information is required by the due date 02/04/2026 to assist with the assessment of your Planning Consent for proposed development.

Proposed Development:

Variation to DA 23020223 comprising: - a reduction in the ground floor area - a reduction in the ground floor tenancies to one (1) restaurant and two (2) offices - an increase in the number of dwellings from 18 to 21 - removal of the basement car park - alterations to the at-grade car parking area, including the construction of a three-tier car stacker system (outbuilding)

Required Information

1. **The car stacker system is supported in principle, but further information is required to determine the true functionality of this system in the context of the demand for parking associated with this development. Specifically, you are requested to provide the following detail:**
    a. **How does one park/retrieve their vehicle in the stacker system? For example, do they have to leave their vehicle and swipe a console (and if so where is the console), or is it remote-controlled?**
    b. **How long does it take for someone to park/retrieve their vehicle?**
    c. **Where will drivers park to wait for their space/vehicle to become available? And how might this impact the car park in the meantime?**

Planning, Development and Infrastructure Act 2016 & Planning, Development and Infrastructure (General) Regulations 2017	Section 119(3) / Regulation 34

d. **Is only one car able to access each stacker at a time (I assume yes)?**

e. **What is the expected queue length for this facility?**

2. **With respect to soft landscaping, this variation seeks to reduce the amount of soft landscaping at ground level (which I can probably support), but also seeks to completely remove the planter boxes that were to be constructed along Levels 1, 2 and 3 of the building.**

   I am not able to support this change and request that the planter boxes are reinstated on Levels 1, 2 and 3, and *without* reducing the width of the balconies for all apartments.

   Note: the dimensions and area of POS provided for all dwellings (except the 3 on level 1 fronting Payneham Road) are short of the DPF requirements already, hence why no further reduction in these areas would be supported.

If you require additional time to provide the information, please contact the Authority on the details below as soon as possible to allow for consideration of your request.

Please note failure to provide the requested information may result in refusal of your application.

If you have any other questions regarding your application, please use the contact details below.

Yours sincerely,

Kieran Fairbrother

City of Norwood, Payneham and St. Peters

8366 4560

kfairbrother@npsp.sa.gov.au

MLM/23-0238

17 February 2026

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
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MFY Pty Ltd
ABN 79 102 630 759

Mr. Jason Cattonar
Future Urban Group
GPO Box 2403
ADELAIDE SA 5001

Dear Jason,

MIXED USE DEVELOPMENT, 263-277 PAYNEHAM ROAD, ROYSTON PARK

We are in receipt of Requests for Information (RFI) from the City of Norwood Payneham and St Peters regarding the proposed mixed-use development at 263-277 Payneham Road, Royston Park and representations relating to the same. MFY has been engaged to provide a response to the RFI and representations as they relate to traffic and parking matters.

> *1. The car stacker system is supported in principle, but further information is required to determine the true functionality of this system in the context of the demand for parking associated with this development. Specifically, you are requested to provide the following detail:*
> *a. How does one park/retrieve their vehicle in the stacker system? For example, do they have to leave their vehicle and swipe a console (and if so where is the console), or is it remote controlled?*
> *b. How long does it take for someone to park/retrieve their vehicle?*
> *c. Where will drivers park to wait for their space/vehicle to become available? And how might this impact the car park in the meantime?*
> *d. Is only one car able to access each stacker at a time (I assume yes)?*
> *e. What is the expected queue length for this facility?*

The development proposes to utilise the Klaus Trendvario 6300 stacker parking system. There will be two independent stackers on the site which will accommodate 20 and 17 parking spaces respectively.

There are a number of mechanisms which can be used to retrieve the vehicle, including a fob, remote controller or a smartphone app. It is expected that the majority of users would utilise the smartphone app. However, if someone is required to use their fob (say for example in the event that their phone was not charged), the system is activated via a screen which is mounted on the front of the stacker.

The length of time it takes to park or retrieve a vehicle depends on the location within the stacker that it is parked (or to be parked). The proposed configurations will result in approximately 30 to 60 seconds wait when collecting a vehicle. When parking a vehicle, drivers will not be required to wait

while vehicle is being parked (albeit if a second driver was waiting to enter it would need to wait until the entry position is vacant).

A driver would wait within the car park aisle to access the stacker systems, much like a driver waits for someone exiting an existing parking space. The proposal will have a forecast residential traffic volume of eight trips during the morning commuter peak, of which six would be exiting the stacker and two would be entering the stacker. During the afternoon peak there would be approximately nine residential trips, of which two would be exiting the stacker and seven would be entering the stacker.

The peak scenario in relation to queuing therefore will be during the afternoon peak when drivers are returning home. The combined stackers will have a capacity of approximately 160 vehicles per hour. There will, therefore, be a utilisation ratio of 0.06 which would result in a maximum queue of one vehicle at the 99th percentile probability level.

Accordingly, there will be minimal queuing within the car park, with the stackers being accessible on most occasions with no wait time. On an infrequent occasion where there could be a queue of one vehicle, drivers entering the car park to access the at-grade spaces would be able to readily pass the stored vehicle within the two-way aisle, noting that there would only be approximately one vehicle every three minutes entering or exiting the car park.

In relation to the concerns identified by representors, the following traffic related matters were raised:

- Sightlines for vehicles exiting the site onto Lambert Road
- Proposal to allow right turns from Payneham Road into the site
- The number of parking available on site that would be available to visitors and patrons;
- Functional adequacy of parking provision, having regard to the potential mechanical failure of the proposed parking stackers

In regard to the above matters, I provide the following additional information to assist Council in its assessment of the proposal:

- The proposal will be required to satisfy the sight distance criteria for pedestrians at the exit. Figure 1 illustrates the sight distance criteria identified in *Australian/New Zealand Standard Parking Facilities Part 1 Off-Street Parking (AS/NZS2890.1:2004)*.



Figure 1: Pedestrian sight distance criteria at exit

The renders included in the application show a proposed wall adjacent the exit. The intention is that this wall will be set-back and/or be no higher than 1.0m in order for the sight distance to be maintained. A condition to this effect could be applied if Council is concerned in relation to this criteria being met.

The renders also show landscaping within Council's verge. Should this image be representative of the proposed landscaping in the public realm, it will need to be maintained to ensure sightlines are met for drivers both on the road and at the access.

- the proposal was amended to provide for entry movements via Payneham Road because sight distance criteria for exiting movements could not be met due to the proximity of the adjacent boundary.

  The right turn to the site can not be controlled with a median due to the existing access opposite the site. Accordingly, it is considered safer to ensure there is a mechanism to provide for this movement rather than attempt to control it with signage which is not likely to be effective.

  While it may appear that the vehicle in the through lane protrudes into the right turn lane on the aerial image, this is due to the angle of the image and does not occur at the site (if this was the case drivers queued in the right turn lane would also be at risk of collision). There is sufficient width in the taper for a B99 car to be stored.

- The parking spaces have been allocated such that the at-grade spaces will be available for patrons and visitors. The provision of at-grade spaces satisfies the forecast demand for these users;
- While not a planning matter, the proposed stacker mechanism is reliable. Maintenance will be required to be scheduled consistent with all mechanical devices. A breakdown scenario, should it occur, will also need to be managed, as would any other system which services a multi-level building (such as a passenger lift).

In summary, the proposal will satisfactorily provide for adequate parking, with the various type of spaces dedicated to appropriate uses and safe and convenient access will be provided for the site.

The operation of the stacker systems will be efficient and there will be minimal delays and negligible queuing associated with their operation. Other users of the site will not be inconvenienced by a driver waiting to access the system.

Yours sincerely,
MFY PTY LTD

MELISSA MELLEN
Director

BUSINESS WOMEN'S AWARDS
2010 NATIONAL WINNER
2010 TELSTRA SOUTH AUSTRALIAN BUSINESS WOMAN OF THE YEAR

Kieran Fairbrother

From: Melissa Mellen
Sent: Tuesday, 24 March 2026 3:46 PM
To: Kieran Fairbrother; 'Jason Cattonar'
Cc: Paul Piteo; Rob Colangelo; Domenic Parella
Subject: RE: 263-277 Payneham Road, Royston Park (ID 25036810)

Hi Kieran,

Our review of the proposed stacker system considered the requirement for a B99 vehicle to be parked in each space which has a height of just under 2m.

The actual type of stacker is a function of the building constraints (so rather than specifying the model, the model is determined by the clearance available). The specifics would be confirmed in detailed construction design but the preliminary review of levels indicate that a B99 vehicle can be accommodated (which is the design vehicle for entering a car park as defined in AS/NZS2890.1:2004.

I hope that helps.

Mel

Melissa Mellen | Director | MFY Pty Ltd

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Unit 6/224 Glen Osmond Road, Fullarton SA 5063

w: mfy.com.au

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BUSINESS WOMEN'S AWARDS

2010 NATIONAL WINNER
2010 TELSTRA SOUTH AUSTRALIAN BUSINESS WOMAN OF THE YEAR

From: Kieran Fairbrother
Sent: Tuesday, March 24, 2026 10:45 AM
To: 'Jason Cattonar'
Cc: Paul Piteo Melissa Mellen Rob Colangelo Domenic Parella
Subject: RE: 263-277 Payneham Road, Royston Park (ID 25036810)

Hi Jason and all,

Can somebody please confirm for me exactly which of Klaus T6300 models is proposed to be installed for this site (see attached page)?

I am writing my CAP report and realised I cannot advise the CAP what the maximum height for vehicles will be able to be parked in this system (something I am sure they will ask).

If I can please get a response today that would be great. Thank you in advance (and apologies if this is already advised in the application docs and I have missed it).

KLAUS MULTIPARKING



PRODUCT DATA

DIMENSIONS, TECHNICAL INFORMATION AND PERFORMANCE SPECIFICATION

trendvario 6300



KLAUS MULTIPARKING

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Explanation of symbols

Platforms accessible horizontally.

max. load per parking space in kg.
Upweighting over 2000 kg possible with surcharge (*see "Vehicle data", page 3*).

Parking space load can be subsequently upweighted (*see "Vehicle data", page 3*).

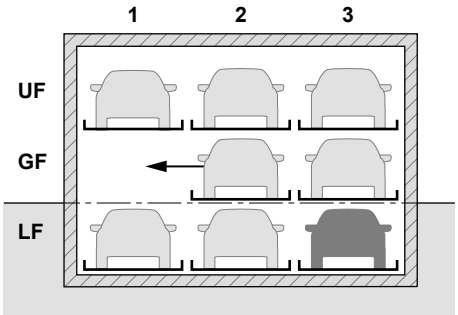
Traversable and can be combined with other TrendVario systems as a KombiSystem.

The systems provided are consistent with DIN EN 14010, the VDMA 15423 specification and the EC Machinery Directive 2006/42/EC.

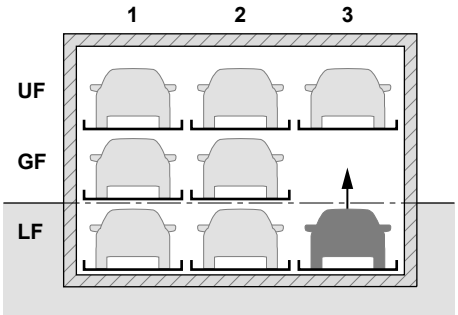
This system has also undergone a voluntary compliance test conducted by TÜV SÜD.

Function diagram with standard designation

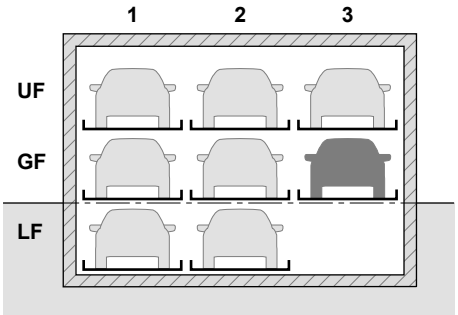
Example for vehicle on basement level (LF) of grid 3:
Selection via the control panel; all doors must be closed.
Representation of parking spaces in a row.



To remove the vehicle from the space in **grid 3/LF**, the GF platforms are moved to the left.



The empty space is now located above the vehicle being removed. The parking space in **grid 3/LF** is raised.



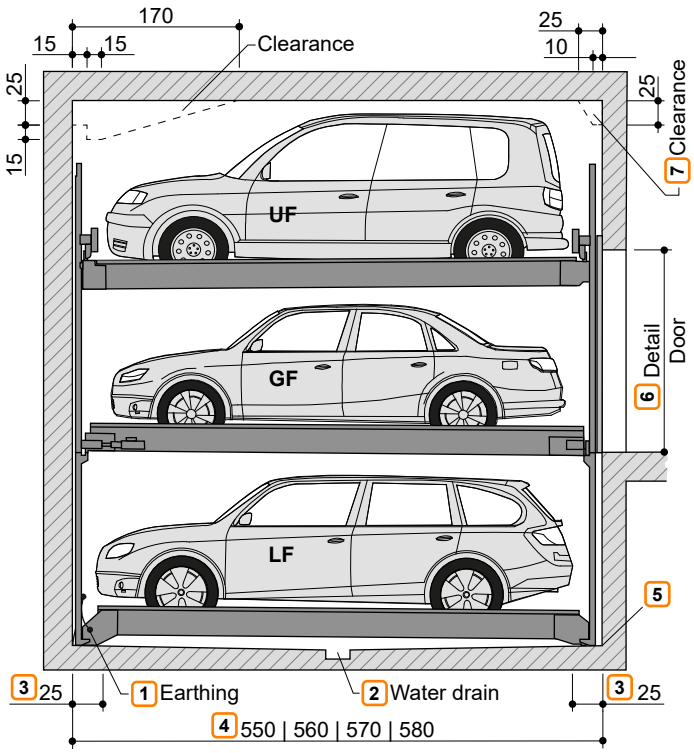
The vehicle in the space in **grid 3/LF** can now be removed.

Dimensions and tolerances

All dimensions and minimum final dimensions.
Tolerance for dimensions +3/-0. Dimensions in cm.
In order to adhere to the minimum final dimensions, the tolerances in accordance with the German Construction Tendering and Contract Regulations [VOB], Part C (DIN 18330 and 18331) and DIN 18202 must also be taken into account.

Overview of building configuration

Configuration with standard sliding door 6



1. Equipotential bonding from the foundation earth connection to the system (on site).
2. Slope with water collection channel(*see "Drainage", page 14*).
3. These areas must be horizontal and at the same level throughout the pit.
4. ■ 550 cm for vehicles up to 5.0 m long
   ■ 560 cm for vehicles up to 5.1 m long
   ■ 570 cm for vehicles up to 5.2 m long
   ■ 580 cm for vehicles up to 5.3 m long
   Shorter versions are possible on request - observe local regulations on parking space lengths.
   For comfortable use of your parking space and increasingly longer vehicles, we recommend a minimum pit length of 570 cm
5. No fillets/haunches are permitted at the transition from the pit floor to the walls. If fillets/haunches are required, the systems must be narrower or the pits wider.
6. Door detail and other door variants (*see "Configuration with standard sliding door", page 5* and *see "Configuration with plus sliding door", page 6*).

If fire-extinguishing systems are required, the customer must ensure that sufficient clearance is provided.

Vehicle data

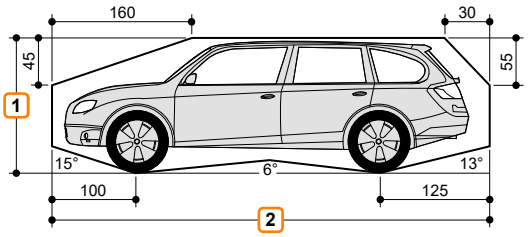
Parking options

Series vehicles:
saloon, estate, SUV, van in accordance with clearance gauge and maximum parking space load.

	UF | GF | LF 3		
Weight 4	2000 kg	2600 kg	3000 kg
Wheel load	500 kg	650 kg	750 kg

1. Vehicle height (*see "Overview of system types and ceiling heights", page 4*)
2. Vehicle length (*see "Overview of building configuration", page 3*)
3. UF = upper floor| GF = ground floor| LF = lower floor
4. Individual space loads can also be subsequently upweighted to 3000 kg.

Clearance gauge

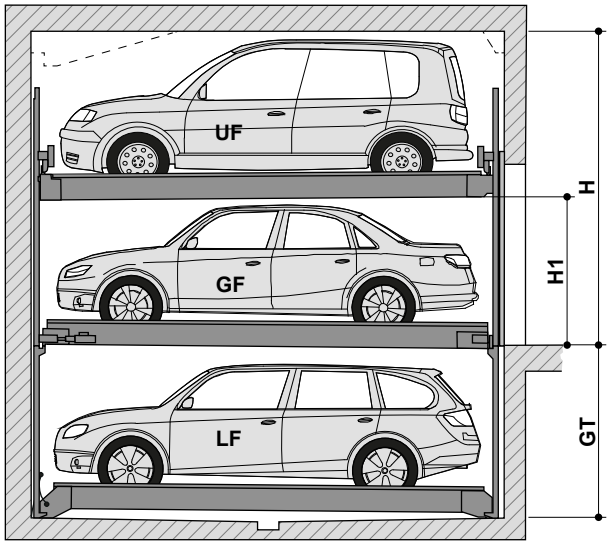


Vehicle width 190 cm with platform width 230 cm. Correspondingly wider vehicles can be parked with wider platforms.

KLAUS MULTIPARKING

Overview of system types and ceiling heights

The permissible vehicle height, GF must be greater than or equal to the vehicle height, LF.



Type	PD	Vehicle height, LF
6300/175	175	150
6300/180	180	155
6300/185	185	160
6300/190	190	165
6300/195	195	170
6300/200	200	175
6300/205	205	180
6300/210	210	185
6300/215	215	190
6300/220	220	195
6300/225	225	200
6300/230	230	205
6300/235	235	210
6300/240	240	215

GT: Pit depth **H:** Ceiling height **H1:** Headroom

H1	Vehicle height GF	Vehicle height UF														
		150	155	160	165	170	175	180	185	190	195	200	205	210	215	220
155	150	325	330	335	340	345	350	355	360	365	370	375	380	385	390	395
160	155	330	335	340	345	350	355	360	365	370	375	380	385	390	395	400
165	160	335	340	345	350	355	360	365	370	375	380	385	390	395	400	405
170	165	340	345	350	355	360	365	370	375	380	385	390	395	400	405	410
175	170	345	350	355	360	365	370	375	380	385	390	395	400	405	410	415
180	175	350	355	360	365	370	375	380	385	390	395	400	405	410	415	420
185	180	355	360	365	370	375	380	385	390	395	400	405	410	415	420	425
190	185	360	365	370	375	380	385	390	395	400	405	410	415	420	425	430
195	190	365	370	375	380	385	390	395	400	405	410	415	420	425	430	435
200	195	370	375	380	385	390	395	400	405	410	415	420	425	430	435	440
205	200	375	380	385	390	395	400	405	410	415	420	425	430	435	440	445
210	205	380	385	390	395	400	405	410	415	420	425	430	435	440	445	450
215	210	385	390	395	400	405	410	415	420	425	430	435	440	445	450	455
220	215	390	395	400	405	410	415	420	425	430	435	440	445	450	455	460

H - Ceiling height

Example configuration

Example configuration 1:

Vehicle, UF: **150 cm** ▶
Vehicle, GF: **190 cm** ▶
Vehicle, LF: **175 cm** ▶

Type: **6300/200 - 195**
Height: **365 cm**

Example configuration 2:

Vehicle, UF: **160 cm** ▶
Vehicle, GF: **160 cm** ▶
Vehicle, LF: **180 cm** ▶

Type: **6300/205 - 165**
Height: **Selection not possible!**

Configuration 2 is not possible as the maximum permissible vehicle on GF is smaller than the vehicle on LF.
As such, the larger vehicle, LF cannot drive in.

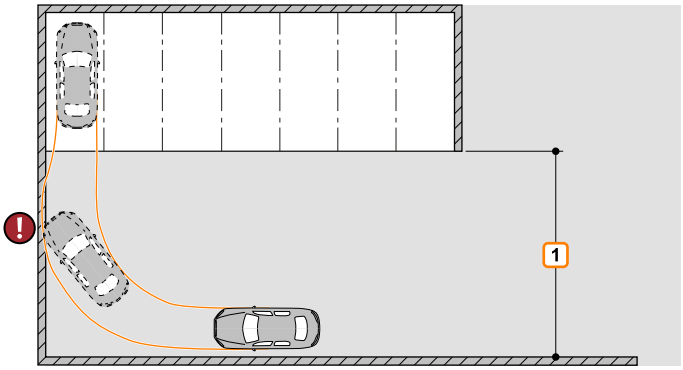
Width dimension and door height

We recommend platform widths of minimum 250 cm and driving lane widths of 650 cm in order that vehicles can comfortably access the Multiparking system and enter and leave without difficulty.

Narrower platforms may impede parking according to the following criteria.

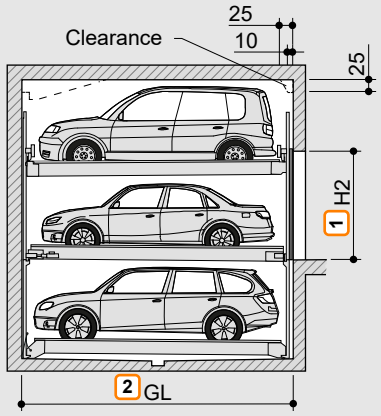
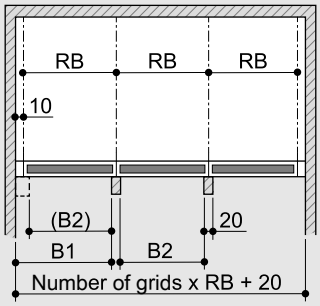
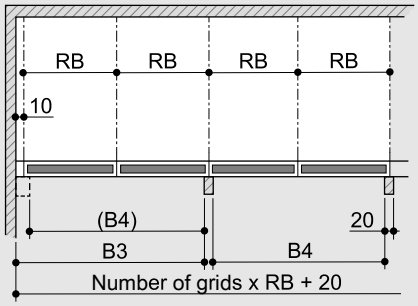
- Driving lane width
- Entrance conditions
- Vehicle dimensions

[1] Observe minimum driving lane width in accordance with local regulations.



For commercial use of doors with electrical drive systems, an inspection log is required in accordance with ASR A1.7 'Technical rules for workplaces' in Germany. The door must be inspected by an expert before commissioning and annually thereafter and the result entered in the inspection log. The inspection must be carried out independently of maintenance. Observe local regulations on operation of electrical doors.

Configuration with standard sliding door

	Door versions	Supports per grid	Supports per second grid
Standard sliding door			

	Clear platform width	RB [3]	Supports per grid		Supports per second grid	
			B1	B2	B3	B4
Width dimensions	230	250	250	230	500	480
	240	260	260	240	520	500
	250	270	270	250	540	520
	260	280	280	260	560	540
	270	290	290	270	580	560

	max. vehicle height UF | GF														
	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220
H2	210	210	210	210	210	210	210	210	210	210	210	215	220	225	230

[1] Observe minimum clear height H2 in accordance with local regulations.
[2] GL = building length (*see "Overview of building configuration", page 3*).
[3] RB = grid width. These dimensions **must** be adhered to.

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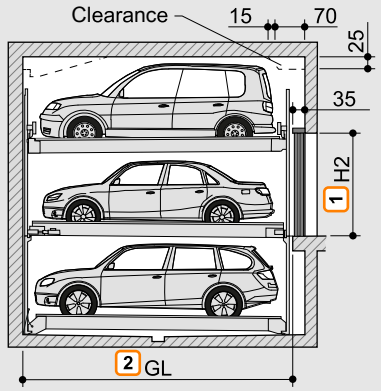
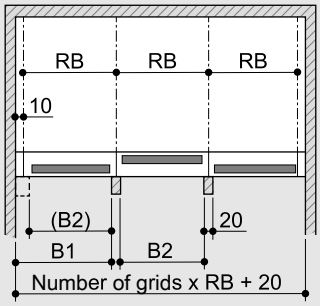
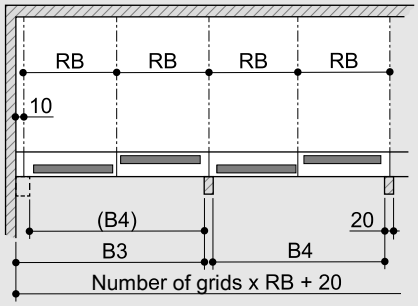
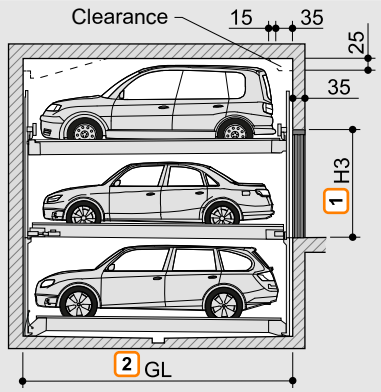
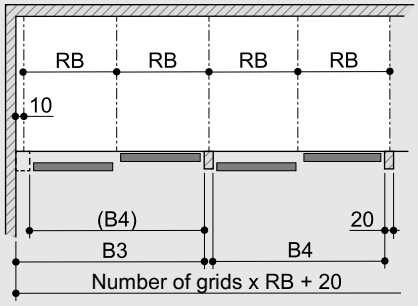
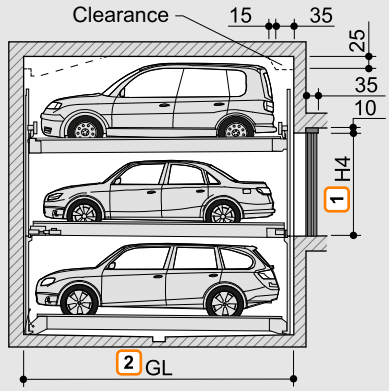
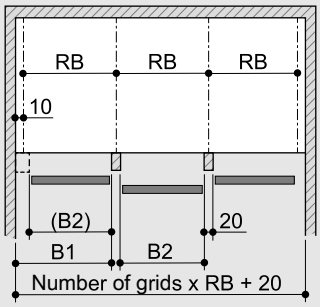
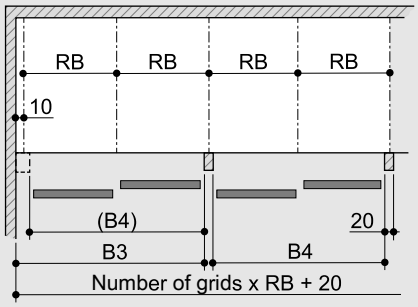
Configuration with plus sliding door

	Door versions	Supports per grid	Supports per second grid
Plus sliding door behind the supports			
Plus sliding door inside the supports		Not possible!	
Plus sliding door in front of the supports			

	Clear platform width	RB [3]	Supports per grid		Supports per second grid	
			B1	B2	B3	B4
Width dimensions	230	250	250	230	500	480
	240	260	260	240	520	500
	250	270	270	250	540	520
	260	280	280	260	560	540
	270	290	290	270	580	560

	max. vehicle height UF | GF														
	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220
H2	210	210	210	210	210	210	210	210	210	210	215	220	225	230	235
H3	220	220	220	220	220	220	220	220	220	220	225	230	235	240	245
H4	210	210	210	210	210	210	210	210	210	210	215	220	225	230	235

[1] Observe minimum clear height H2/H3/H4 in accordance with local regulations.
[2] GL = building length (*see "Overview of building configuration", page 3*).
[3] RB = grid width. These dimensions **must** be adhered to.

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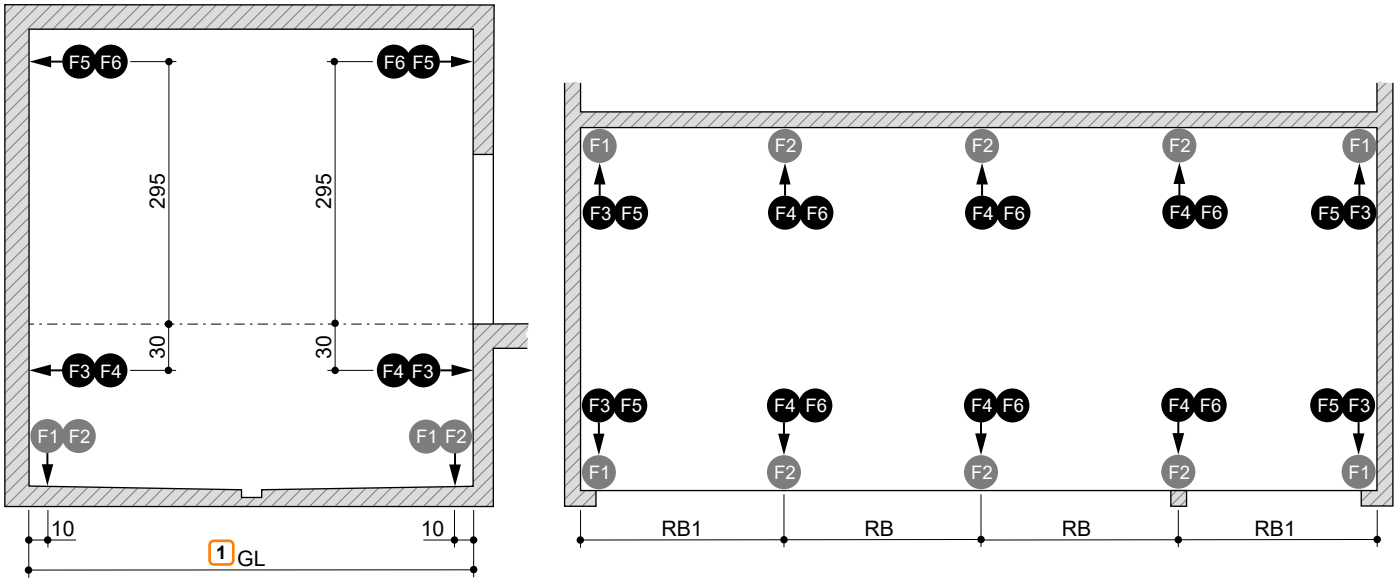
Loading schedule

The systems are dowelled into the ground. The drill hole depth in the floor plate is approx. 15 cm, in the walls approx. 12 cm.
The floor plate and walls must be from concrete (quality min. C20/25).
The dimensions for the bearing points have been rounded. If the precise figures are required, please consult KLAUS Multiparking.



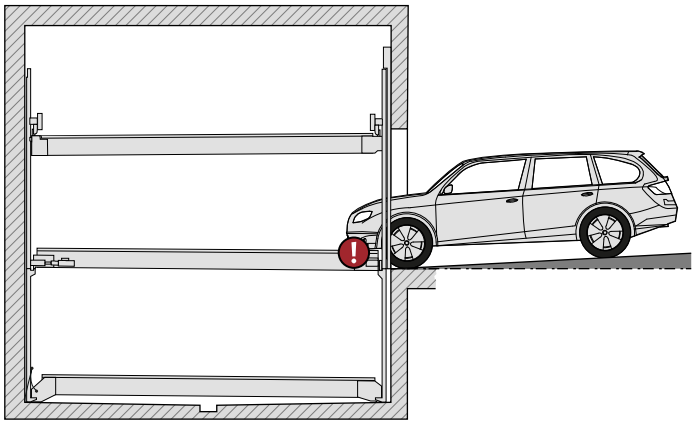
Parking space load	F1	F2	F3	F4	F5	F6
2000 kg	+ 41.0 kN - 11.8 kN	+ 54.0 kN - 23.6 kN	± 2.9 kN	± 5.8 kN	± 0.5 kN	± 1.0 kN
2600 kg	+ 47.0 kN - 14.2 kN	+ 94.0 kN - 28.2 kN	± 3.0 kN	± 6.0 kN	± 0.8 kN	± 1.6 kN
3000 kg	+ 51.0 kN - 15.8 kN	+ 102.0 kN - 31.6 kN	± 3.1 kN	± 6.2 kN	± 1.0 kN	± 2.0 kN

Clear platform width	RB [2]	RB1
230	250	260
240	260	270
250	270	280
260	280	290
270	290	300

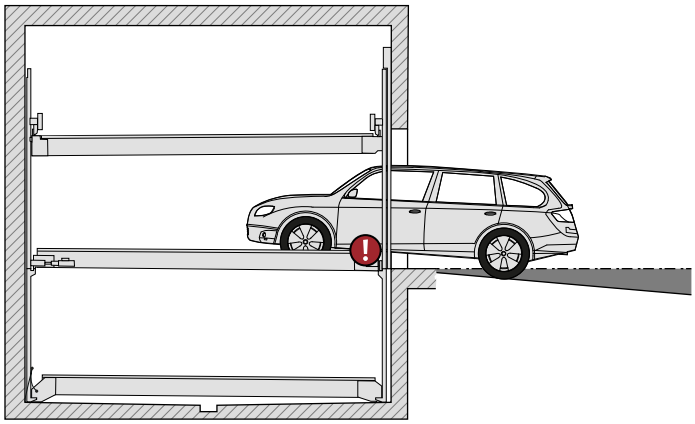
[1] GL = building length
[2] RB = grid width. These dimensions **must** be adhered to.

Access incline

The maximum access inclines specified in the symbol sketch must not be exceeded.
Improper configuration can lead to extreme difficulty accessing the system, for which KLAUS Multiparking cannot be held liable.
Where above-ground garages are on a slope, provision of a drainage gutter in the access is recommended.

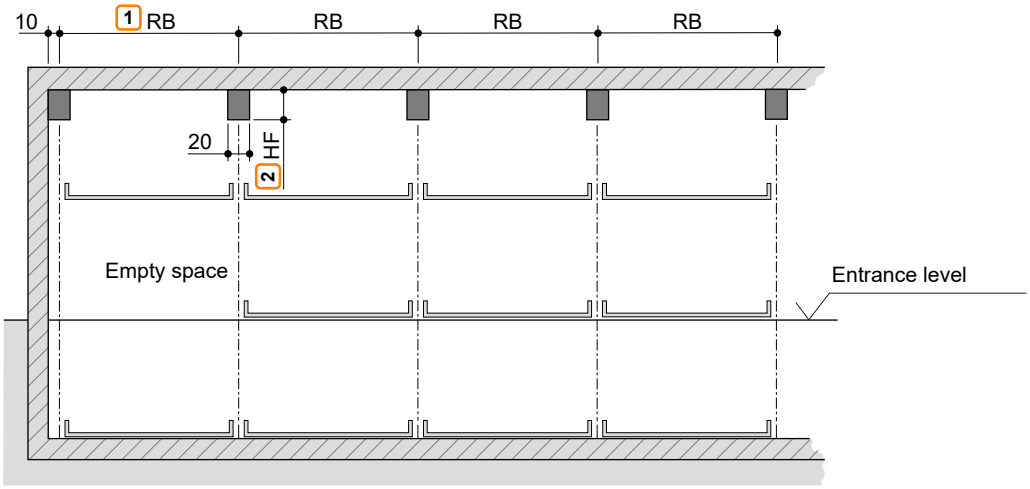


max. 3% slope



max. 5% gradient

Clearance for installations



1 RB = grid width. These dimensions **must** be adhered to.

2 HF: Clearance height = building height (H) - 305 cm | where CH max. = 45 cm (*see "Overview of system types and ceiling heights", page 4*).

Clearance for lengthways cable routing

KLAUS MULTIPARKING

CE conformity

The systems provided are consistent with DIN EN 14010, the VDMA 15423 specification and the EC Machinery Directive 2006/42/EC. This system has also undergone a voluntary compliance test conducted by TÜV SÜD.

ZERTIFIKAT ◆ CERTIFICATE ◆ 認証書 ◆ СЕРТИФИКАТ ◆ CERTIFICADO ◆ CERTIFICAT

TÜV SÜD Industrie Service

Certificate concerning the examination of conformity

Certificate no:	CA 696
Certification body:	TÜV SÜD Industrie Service GmbH Westendstr. 199 80686 München – Germany
Applicant / Certification holder:	KLAUS Multiparking GmbH Hermann-Krum-Str. 2 88319 Aitrach – Germany
Manufacturer:	KLAUS Multiparking GmbH Hermann-Krum-Str. 2 88319 Aitrach – Germany
Product:	Equipment for power driven parking of motor vehicles
Type:	TrendVario 6100 / 6100+ and 6300 / 6300+ 2.000 kg, 2.600 kg, 3.000 kg
Directive:	2006 / 42 / EC, Annex I
Test specifications:	DIN EN 14010:2003+A1:2009
Date and number of the test report / mark of conformity:	No. CA 696 from 2023-03-17
Result:	The equipment fulfills the requirements of the test specifications for the respective scope of application stated in the annex (page 1) of this certificate, keeping the mentioned conditions.
Date of issue:	2023-03-31
Validity:	2028-03-30

TÜV SÜD Industrie Service GmbH Certification Body

Bernd Gründling
Zertifizierstelle der Fördertechnik

TÜV®

Electrical installation

Switch cabinet and master switch

Access to the switch cabinet (about 60 x 60 x 21 cm) must be possible without danger. The lockable master switch must be positioned so that the entire entry area of the facility can be surveyed.
With wall opening from switch cabinet to system (consultation with KLAUS Multiparking required).

Hydraulic unit

- 3.0 kW, three-phase current 230/400 V AC / 50 Hz / 8 A

Alternative versions for a surcharge:

- 5.2 kW, three-phase current 230/400 V AC / 50 Hz / 13.8 A
- One hydraulic unit per row (3 kW or 5.2 kW) for shorter access times.

Supply cable to master switch

Standard sliding doors
With one hydraulic unit:

Customer-provided supply cable min. 5 x 2.5 mm² (3 PH+N+PE) to master switch with pre-fuse 3 x 16 A (slow T) or circuit breaker 3 x 16 A (trip characteristic K).

National and local laws and regulations regarding electrical energy supply must be observed (*see "Supply cable to master switch - foundation earth", page 14*).

Plus sliding doors
With one hydraulic unit:

Customer-provided supply cable min. 5 x 2.5 mm² (3 PH+N+PE) to master switch with pre-fuse 3 x 16 A (slow T) or circuit breaker 3 x 16 A (trip characteristic J).

National and local laws and regulations regarding electrical energy supply must be observed (*see "Supply cable to master switch - foundation earth", page 14*).

Control panel with emergency-stop

- Attachment at a clear point (e.g. pillar).
- Secured against external operation.

Technical information

Usage area

The system is suitable for a fixed group of users as standard.
Where users change (e.g. short-term parking in office buildings or hotels), structural modifications to the Multiparking system are required. Please request a consultation if required.

Units

Low-noise, bearing-mounted hydraulic units are installed on rubber-metal blocks. Consequently, we recommend separating the garage body from the residential building.

Parking space designation

Please consult the function diagram for the standard designation of the parking spaces (*see "Function diagram with standard designation", page 2*).
Alternative designations are possible with a surcharge.

Please note the following specifications:
- The empty space is situated on the left as standard.
- Any alternative designations must be notified 8 to 10 weeks before delivery.

Ambient conditions

Ambient conditions for the areas around Multiparking systems:
Temperature range –10 to +40° C. Relative humidity 50 % to a maximum external temperature of +40° C.
If ascent/descent times are specified, these relate to an ambient temperature of +10° C and with the system positioned immediately adjacent to the hydraulic unit. These times are increased at lower temperatures or with longer hydraulic lines.

Building application documents

Multiparking systems generally require approval. Please observe local regulations and stipulations.

Care

To prevent corrosion damage, please observe our special cleaning and care instructions and ensure that your garage is well ventilated.

Corrosion protection

In accordance with the 'Corrosion protection information' supplement.

Electrically driven doors

For commercial use of doors with electrical drive systems, an annual inspection is required in accordance with ASR A1.7 'Technical rules for workplaces' in Germany. We urgently recommend concluding a maintenance contact as these services are included for the complete system.

CE conformity

The systems provided are consistent with DIN EN 14010, the VDMA 15423 specification and the EC Machinery Directive 2006/42/EC. This system has also undergone a voluntary compliance test conducted by TÜV SÜD.

Noise protection

Standard noise protection:

In accordance with DIN 4109-1 Noise protection in high-rise - Section 9:
Maximum sound pressure level in living and sleeping areas 30 dB (A).
User noise is not subject to the requirements.

The following dimensions are required for adherence to this value:
- Noise protection package in accordance with quote/order (KLAUS Multiparking)
- Sound insulation dimension of the building structure of min. R'w = 57 dB (service to be provided by the customer)

Increased sound protection (special agreement):

In accordance with DIN 4109-5 Increased noise protection in high-rise - Section 8:
Maximum sound pressure level in living and sleeping areas 25 dB (A).
User noise is not subject to the requirements.

The following dimensions are required for adherence to this value:
- Noise protection package in accordance with quote/order (KLAUS Multiparking)
- Sound insulation dimension of the building structure of min. R'w = 62 dB (service to be provided by the customer)

Note:
User noise is noise that can be influenced individually by the user of our Multiparking systems. This includes, e.g., accessing the platform, the slamming of vehicle doors, engine and brake noise.

Performance specification

Description

Multiparking system for independent parking of vehicles one on top of and next to one another.
Dimensions in accordance with the underlying pit, width and height dimensions.
Access to the parking spaces horizontally (installation tolerance ± 1%).
An access must be provided over the entire width of the system (minimum driving lane width in accordance with local regulations).
The parking spaces are arranged on 3 levels one on top of the other. Vehicles park on stable steel platforms.
The platforms on the basement level (LF) and upper level (UF) move vertically, the platforms on the ground level (GF) move horizontally. At entrance level (GF), there is always 1 parking space less. This empty space is used for sideways movement of the GF parking spaces to allow a parking space above on the UF or on the LF below to rise or lower to entrance level. Consequently, 5 parking spaces (2 on UF, 1 on GF, 2 on LF) is the smallest unit for this parking system.
Vehicle positioning in any parking space by positioning aid mounted on one side (to be adjusted in accordance with the operating instructions).
For safety reasons, the movement operation of the platforms always takes place behind locked doors.
All requisite safety equipment is integrated into the system. This essentially comprises a chain monitoring system, locking levers for the upper and lower platforms and locked doors. The doors can only be opened when the selected parking space has reached its parking position and all fall openings are secure.

Steel frame (secured in the pit) comprising:

- Supports (arranged in rows)
- Crossbeams and lengthways beams
- Sliding rails for the sideways moving GF platforms

Platform comprising:

- Platform profiles
- Adjustable positioning aid
- Chamfered ramp
- Side beams
- Crossbeams
- Screws, nuts, washers, spacers, etc.

Lifting equipment for platforms on the UF and LF comprising:

- Hydraulic cylinders with solenoid valves
- Chain wheels
- Chains
- Limit switches
- The platforms are each suspended at 4 points and are guided at the supports by means of plastic plain bearings

Drive unit for sideways moving platforms on GF:

- Gear motor with chain wheel
- Chains
- Sliding and guide rollers (low-noise)
- Power supply via energy chain

Hydraulic unit comprising:

- Hydraulic unit (low-noise, fitted to bracket and bearing mounted on rubber-metal block)
- Hydraulic oil tank
- Oil filling
- Internal gear pump
- Pump holder
- Coupling
- Three-phase motor
- Noise protection, motor protection switch and control fuse
- Test pressure gauge
- Pressure relief valve
- Hydraulic hoses (to attenuate noise transmission to the hydraulic pipes)

Control:

- Central control point (control panel with emergency-stop) for selecting the desired parking space
- The electrical wiring from the system cabinet is provided by the supplier

Sliding doors - standard:

Size

Dimensions adjusted to the underlying widths and height dimensions.
The door comprises two door leaves

Frame

- Frame structure with two vertical centre rungs from extruded aluminium profiles (anodised, coating thickness approx. 20 µm)
- There is a rubber lip on the closing edge for a clean seal with the building.

Door filling

Aluminium perforated plate
- Thickness 1.5 mm, RV 8-14 E6/EV1, anodised, coating thickness approx. 20 µm
- Ventilation cross-section of the filling approx. 30%

Plain aluminium sheet
- Thickness 2 mm, E6/EV1, anodised, coating thickness approx. 20 µm

Wire mesh
- Thickness 3 mm, mesh size 12 x 12 mm, V2A

Sliding rails

The ceiling and floor sliding rails of the doors are attached to the steel frame of the system.

Door actuation

- Electrical drive system by means of electric motor, above the door frame.

For safety reasons, the movement operation of the platforms always takes place behind locked doors. An electrical signal generator is used to query the positions ‘door open’ and ‘door closed’.

Please note:

Door apertures (at the side, covers over the sliding rails, etc.) and door suspensions are not included with the standard configuration but can be supplied as special equipment with a surcharge.

Plus sliding door

Size

- Sliding doors, size approx. 2500 mm x 2000 mm (width x height).

Frame

- Frame structure with one vertical centre rung from extruded aluminium profile (anodised, coating thickness approx. 20 µm)
- A handle shell is provided in a vertical aluminium profile for opening the doors.
- There is a rubber lip on the closing edge for a clean seal with the building.

Standard door filling

Aluminium perforated plate

- Thickness 2 mm, RV 5-8 E6/EV1, anodised, coating thickness approximately 20 µm
- Ventilation cross-section of the filling approx. 40%

Alternative door filling

Plain aluminium sheet

- Thickness 2 mm E6/EV1, anodised, coating thickness approximately 20 µm

Corrugated steel sheet

- Thickness 1 mm galvanised, coating thickness approximately 20 µm
- Additional powder coating, coating thickness approx. 25 µm on the outside and approx. 12 µm on the inside
- Colour options on the outside (building view):

RAL 1015 (light ivory)	RAL 3003 (ruby red)
RAL 5014 (pigeon blue)	RAL 6005 (moss green)
RAL 7016 (anthracite grey)	RAL 7035 (light grey)
RAL 7040 (window grey)	RAL 8014 (sepia brown)
RAL 9006 (white aluminium)	RAL 9016 (traffic white)

- Door inside in a light grey tone

Wood filling

- Nordic spruce in A sorting
- Vertical tongue and groove boards
- Colourless, pre-coated

Composite safety glass

- Composite safety glass from 8/4 mm

Wire mesh

- Mesh size 12 x 12 mm
- Wire diameter 2 mm, galvanised, coating thickness approx. 20 µm
- Ventilation cross-section of the filling approx. 70%

Sliding rails

- The running gear comprises 2 double-pair roll systems per door, height-adjustable
- The sliding rails of the doors are attached to brackets with cover bushings or directly to the concrete lintel or a building-specific door suspension
- The lower guide comprises 2 plastic rollers on a base plate which is dowelled to the floor
- Sliding rails, cover bushings, guide roller base plate are galvanised

Door actuation

- Electrical drive system by means of electric motor attached to the rail system in the turning point of the sliding doors. The drive pinion engages a chain attached to the door.

For safety reasons, the movement operation of the platforms always takes place behind locked doors. An electrical signal generator is used to query the positions ‘door open’ and ‘door closed’.

Separation (if required)

- On request

Please note:

Door apertures (at the side, cover over the sliding rails, etc.) and door suspensions are not included with the standard configuration but can be supplied as special equipment with a surcharge.

Services to be provided by the customer

Barriers

Barriers that may be required in accordance with DIN EN ISO 13857 to secure the pits where there are roadways immediately in front of, adjacent to or behind the systems. This also applies during the construction stage.

Parking space numbering

Parking space numbering, if required.

Building services systems

Any lighting, ventilation, fire-extinguishing and fire-alarm systems that may be required, plus clarification and compliance with corresponding official documentation.

Lighting

The customer must observe local regulations pertaining to the illumination of parking spaces and roadways. In accordance with DIN EN 12464-1 'Light and lighting - Lighting of work places', an illumination level of min. 200 lx is recommended for the parking spaces and operating area of the system. A floating contact can be provided for actuation of parking space lighting provided by the customer.

Drainage

Functional drainage of the pit must be provided by means of, for example, a water collection channel towards the centre that is connected to the sewer system or a pump sump. The channel may contain a lateral slope, but not in the other pit areas (lengthways slope is already provided by the building dimensions). In the interests of environmental protection, we recommend coating the pit floor. Oil and/or fuel separators should be installed in accordance with local regulations.

Strip foundations

Due to structural conditions, the customer must erect an accessible platform when constructing strip foundations, level with the upper edge of the strip foundation.

Wall openings

Wall openings, if required.

Supply cable to master switch - foundation earth

The customer must lay the supply cable to the master switch during assembly. Functional capability can be checked by our engineers on site, in conjunction with the electronics engineer. If this is not possible during assembly for reasons attributable to the customer, the customer must commission an electronics engineer.
The customer must earth the steel structure with a foundation earth connection (earthing distance max. 10 m) and equipotential bonding in accordance with DIN EN 60204.

Door suspensions

Please note that if the specified clear heights (*see "Width dimension and door height", page 5*) are not adhered to, additional measures for door attachment (door suspensions) will be required for a surcharge.

Door apertures

Door apertures, if required. This may be requested from KLAUS Multiparking for a surcharge.

Subject to technical changes

In the course of technical progress, KLAUS Multiparking shall be entitled to use newer or different technologies, systems, processes or standards to provide the services than initially offered, provided that this does not disadvantage the customer in any way.

KLAUS Multiparking GmbH

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info@multiparking.com
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Outlook

263-277 Payneham Road, Royston Park (ID 25036810)

From Jason Cattonar
Date Thu 2026-03-19 17:38
To Kieran Fairbrother
Cc Paul Piteo Melissa Mellen ; Rob Colangelo Domenic Parella

Hi Kieran

I refer to your RFI dated 23 February 2026 regarding the planter boxes.

In response, and further to our discussion, I make the following comments and first note the relevant Planning and Design Code provisions and definitions.

Design in Urban Areas

> ***PO 27.1 Dwellings and co-living are provided with suitable sized areas of usable private open space or communal open space to meet the needs of occupants.***
>
> ***PO 27.2 Where possible, dwellings and co-living residences are designed to provide outlook from main living areas to private open space or communal open space***

Part 8 - Administrative Terms and Definitions

Term (Column A)	Definition (Column B)
Private Open Space	Means a private outdoor area associated with a dwelling or co-living residence that: 1. is for the exclusive use of the occupants of that dwelling or co-living residence 2. has a minimum dimension of: 1. (i) 2.0m for ground level areas and 1.8m for balconies for a dwelling 1. (ii)1.5m for a co-living residence 3. (c) is screened from public view by a building, fence, wall or other similar structure with a minimum height of 1.8m above ground level and a maximum transparency of 20%. Private open space may include verandahs, alfrescos, balconies, terraces, decks where not enclosed on all sides. Private open space does not include areas used for bin storage, laundry drying, rainwater tanks, utilities, driveways or vehicle parking areas.

The definition of private open space also expressly contemplates that such areas may include verandahs, alfrescos, balconies, terraces and decks, provided they are not enclosed on all sides. Relevantly, the definition does not exclude landscaped areas or integrated planter boxes from forming part of private open space.

Against that policy context, I make the following points.

First, all proposed balconies continue to achieve the minimum dimension required by the Code for balconies, being 1.8 metres. Accordingly, the proposal remains policy compliant in a quantitative

sense and the planter boxes to not change that fact.
Secondly, the integrated planter boxes should not be viewed as compromising the usability of the balconies. Rather, they serve a dual purpose by:

- assisting to manage overlooking and privacy impacts; and
- improving occupant amenity through the provision of integrated landscaping.

In that respect, the planter boxes form part of the overall private open space experience and contribute positively to the function and amenity of the balconies. They provide visual relief, soften the built form, and create opportunities for planting and ongoing care by occupants, which is itself a legitimate and beneficial aspect of residential use and enjoyment.

Put another way, if integrated planter boxes were not provided, occupants could readily place freestanding pots or planter boxes on their balconies for the same purpose. It would be difficult to suggest that such landscaping detracts from the usability of the space. Rather, it would ordinarily be seen as enhancing the amenity of the balcony. The same logic should apply to built-in planter boxes.

Similarly, private open space at ground level is not expected to comprise only clear, unencumbered areas for tables and chairs or circulation. It commonly includes soft landscaping, garden beds and planting areas, all of which contribute to amenity and usability despite reducing the amount of completely open paved area. In our view, the same principle appropriately applies here.

More broadly, the key policy driver in PO 27.1 is not the provision of the largest possible balcony area, but the provision of suitable areas of usable private open space to meet the needs of occupants. In this case, that outcome is achieved. The balconies remain of an appropriate size and dimension for apartment living, support typical activities such as seating and casual outdoor use, and are directly connected to the main living areas with flush transitions that allow the indoor and outdoor spaces to function as an integrated whole.

The balcony dimensions also reflect a contemporary apartment product in which occupant amenity is derived from an appropriate balance between internal living space and external open space, rather than from expansive balconies at the expense of internal functionality. In that context, the proposed arrangement is both reasonable and responsive to the lifestyle needs of future occupants.

On that basis, we respectfully submit that the planter boxes do not unreasonably compromise the usability of the balconies and remain consistent with the intent of the relevant Code provisions.

I trust the above assists in your preparation of a supportive recommendation to the Council Assessment Panel for the meeting schedule for Monday, 20 April 2026.

Please feel free to give me a call if you would like to discuss any further.

Kind regards

JASON CATTONAR
Associate Director

FUTURE URBAN

5.3 DEVELOPMENT NUMBER – ID 25036080 - HBC HOMES - 7 STEPHEN TERRACE ST PETERS SA 5069

DEVELOPMENT NO.:	25036080
APPLICANT:	HBC Homes
ADDRESS:	7 STEPHEN TCE ST PETERS SA 5069
NATURE OF DEVELOPMENT:	Construction of a two-storey detached dwelling, with associated swimming pool and fencing (including masonry pillar front fence)
ZONING INFORMATION:	**Zones:** • Established Neighbourhood **Overlays:** • Airport Building Heights (Regulated) • Future Road Widening • Historic Area • Prescribed Wells Area • Regulated and Significant Tree • Stormwater Management • Traffic Generating Development • Urban Transport Routes • 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:	20 Nov 2025
RELEVANT AUTHORITY:	Assessment panel/Assessment manager at City of Norwood, Payneham and St. Peters
PLANNING & DESIGN CODE VERSION:	P&D Code (in effect) Version 2025.20 23/10/2025
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	Yes
RECOMMENDING OFFICER:	Callum Hastie Urban Planner
REFERRALS STATUTORY:	Commissioner of Highways
REFERRALS NON-STATUTORY:	David Brown

CONTENTS:

APPENDIX 1: Relevant P&D Code Policies
ATTACHMENT 1: Application Documents
ATTACHMENT 2: Subject Land & Locality Map
ATTACHMENT 3: Historic Area Map
ATTACHMENT 4: Representations
ATTACHMENT 5: Response to Representations
ATTACHMENT 6: Internal Referral Advice

DETAILED DESCRIPTION OF PROPOSAL:

The proposal seeks to construct a two-storey dwelling with associated swimming pool and masonry fencing. The proposed dwelling would present to the primary street as single storey with a hipped roof; the second storey section is at the rear of the site. An alfresco area will divide the lower level of the dwelling from the proposed double garage.

BACKGROUND:

The site previously contained a single storey dwelling (representative building). Demolition of the building was approved by the Council Assessment Panel on 20 October 2025 via DA 25015527.

This application for a replacement dwelling was submitted on 13 November 2025. The initial proposal included ancillary accommodation above the garage, detached from the main dwelling. The administration raised concerns regarding the ancillary accommodation in December 2025, the applicant subsequently amended the proposal to integrate the ancillary accommodation with the main dwelling. Following review of the amended plans, public notification was undertaken between 26 February and 18 March 2026.

SUBJECT LAND & LOCALITY:

Site Description:

Location reference: 7 STEPHEN TCE ST PETERS SA 5069

Title ref.: CT 5218/327 **Plan Parcel:** F125083 AL1 **Council:** THE CITY OF NORWOOD PAYNEHAM AND ST PETERS

Shape:	mostly rectangular, but with a wider primary street front, and an angular change in boundary alignment slightly beyond the building line
Frontage Width:	17.75m
Area:	670m^2
Topography:	relatively flat, with a slight rise towards the rear
Existing Structures:	single-storey detached dwelling (Representative Building) - demolition has been approved via a separate development application
Existing Vegetation:	grass in the front and rear yards, with a variety of small/medium trees and shrubs mostly along the fence lines, including one regulated tree on the land, approved to be removed via separate application.

Locality

The locality for the development is shown in **Attachment 2.** It extends approximately 100m northwest along Stephen Tce, 120m southeast along the same, includes sites on the opposite side of Stephen Tce (but not further along the relevant avenues), and approximately 50m northeast along Second Lane.

The locality consists mostly of historic villas and cottages constructed around 1890-1910. The Historic Area Overlay identifies many of these as Representative Buildings, which can be seen in **Attachment 3**. Many of these dwellings are oriented to face Stephen Terrace, though access is predominantly from laneways. These laneways were traditionally "night-cart lanes" and have since evolved for use by private motor vehicles, despite their narrow width (approximately 4.5m).

Land use in the locality is entirely residential, though there is an aged care facility on the northern end of the locality.

Many of these dwellings with frontages to Stephen Tce incorporate high fencing along this boundary as an acoustic barrier, but this is not universal, and several sites do have low / open fencing.

In general, the relatively high traffic volumes and high speeds along Stephen Tce diminish the otherwise high level of residential amenity in the locality.

CONSENT TYPE REQUIRED:

Planning Consent

CATEGORY OF DEVELOPMENT:

- **PER ELEMENT:**
  New housing
  Fences and walls
  Swimming pool or spa pool and associated swimming pool safety features: Code Assessed - Performance Assessed
  Detached dwelling: Code Assessed - Performance Assessed
  Fence: Code Assessed - Performance Assessed

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

- **REASON**
  P&D Code; No other pathway- Historic Area

PUBLIC NOTIFICATION

- **REASON**

Two storey dwelling exceeds single storey TNV

- **LIST OF REPRESENTATIONS**

First Name	Surname	Address	Position	Wishes to be Heard?
Louise	Byer	[redacted]	Supportive with concerns	No
St Peters Residents Association		N/A	Opposed	Yes

- **SUMMARY**

Representor 1 was concerned about potential overlooking into their property and impacts on vehicle movements during construction.

Representor 2 believes that the design is not consistent with some provisions of the Established Neighbourhood Zone and Historic Area Overlay. Representations are provided in **Attachment 4.**

AGENCY REFERRALS

- Commissioner of Highways

The application was referred to the Commissioner of Highways as the proposal includes work within the C-Type Requirement and 6m Consent Area. Only the front fencing will be within the C-Type Requirement, and the Commissioner of Highways has not objected to the proposal. They have directed several conditions if Planning Consent is granted.

INTERNAL REFERRALS

- Heritage Advisor, David Brown

The application was referred to Council's Heritage Advisor to provide advice on the impact of the proposed building on the Historic Area. His advice is provided in **Attachment 6.**

PLANNING ASSESSMENT

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

Land Use

The proposed development is residential in nature, consistent with the existing land use and with Established Neighbourhood Zone (ENZ) PO 1.1 which envisages "predominantly residential development".

Building Height and Impact on Streetscape

The proposed dwelling is two storeys, exceeding the single storey TNV set by ENZ DPF 4.1. The proposed second level would be contained within the roofline of the dwelling, with a maximum height of 7.6m above the natural ground level. Performance Outcome 4.1 states:

> *"Buildings contribute to the prevailing character of the neighbourhood and complements [sic] the height of nearby buildings."*

To elaborate on this, Historic Area Overlay PO 2.2 states:

> *"Development is consistent with the prevailing building and wall heights in the historic area."*

The Historic Area Statement, in the "Building Heights" section, states that the Historic Area is, "Predominantly single-storey, up to two storeys in some locations."

Both the ENZ and Historic Area Overlay require a contextual assessment to determine an appropriate building height. The locality is predominantly single storey; where second storey dwellings do exist, these are typically hidden within or behind the roofline of the first level. Based on the single storey TNV and the overwhelmingly single storey locality, a prominent second level would be inappropriate. The question therefore is if the second storey is adequately hidden from the street and adjoining land to minimise its impact.

While second building levels are rare in the area, tall gabled and hipped roofs are common. On the Stephen Street frontage, the proposed dwelling has a 3.5m tall roof. The roofline contains the entire second level, with no upper-level windows facing the primary street. While the roofline will result in a slightly taller building, its height will not be exceptional. The height would be roughly consistent with the single storey representative building at 11 Stephen Terrace.

The second level is more obvious from the side laneway and adjoining land. The second level is still contained within the roofline, but upper-level windows reveal its existence. The roofline is squared off in the northwest corner of the site. While this increases the prominence of the second level, it increases the setback from neighbouring properties and improves access to natural light and ventilation within Private Open Space. On the laneway, the building height should have minimal impact. The secondary frontage is dominated by garages and rear boundary fences with minimal contribution to the character of the area. While the second level is visible, it is adequately blended into the roofline to manage character impacts when looking down the laneway from the primary street.

The front boundary setback will be between 8.3m and 10.6m, varying due to the angled front boundary. The upper level will have a minimum setback of 11.7m. The front setback is less than the abutting dwelling to the northwest, but greater than the dwelling that previously occupied the site. While ENZ DPF 5.1 determines the front setback based on the abutting dwelling, in this case, the dwelling to the northwest is not representative of the prevailing character of the area. Original dwellings fronting Stephen Terrace typically have smaller setbacks relative to others within the Historic Area. The representative building at 11 Stephen Terrace is more typical of the locality and has a front setback of approximately 5m. The proposed 8-10m setback is therefore consistent with the Stephen Terrace streetscape.

The design successfully mitigates the impact of the second level on the streetscape and adjoining land to satisfy the relevant provisions of the Zone and Historic Area Overlay.

Setbacks, Design & Appearance

Site Coverage

The overall building footprint on the site is 336m^2 or 50% of the total site area. This is consistent with the 50% envisaged by ENZ DPF 3.1.

Setbacks and Impact on Neighbouring Properties

ENZ PO 8.1 states:

> *"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."*

The ground level would be setback 1.03m from the side boundary. This is consistent with the locality where dwellings typically have small side boundary setbacks and larger front and rear setbacks. The setback of the upper level varies but can be accepted given that it is integrated into the roofline.

The roofline is squared off in the northwest corner of the site to maximise the side boundary setback and minimise impacts on the private open space of the abutting property.

ENZ PO 9.1 states:

> *"Buildings are set back from rear 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*
> *C. private open space*
> *D. space for landscaping and vegetation."*

The dwelling would be setback 0.96m from the rear boundary. This is a significant departure from the 4m for the first building level sought by DPF 9.1. However, the rear boundary abuts a carport and driveway handle to the northeast, with no impact to amenity from the reduced rear setback.

The character of the laneway is of limited value, dominated by carports and garages. The garage of the proposed dwelling will be abutting the laneway, with a gap between the garage and the rest of the ground level that helps it to appear as a separate structure. This reduces visual mass along the laneway and provides access to natural light and ventilation. Overall, PO 9.1 is met despite the small rear setback.

Materials

The front elevation of the dwelling will consist of quartz stone cladding with rendered dressings. The materials are consistent with those sought by the Historic Area Statement and are supported by Council's heritage advisor.

A representor raised concerns regarding window frame materials, roof sheeting, and stone cladding on the front elevation. As noted above, while the development does not directly replicate the bluestone or sandstone that is typical in the area, the quartz cladding adequately maintains the existing streetscape character. The roof will be constructed from Colorbond sheeting, finished in woodland grey. While galvanised iron roofs are common in the locality, it is more characteristic of First and Second Avenue. Roof styles on Stephen Tce are more diverse and Colorbond sheeting adequately maintains the streetscape character.

The selected materials and colours are compatible with the locality and accepted by Council's Heritage Advisor. The front fencing style is also supported; a condition is recommended that side boundary fencing be corrugated.

Privacy

Upper-level windows facing the side and rear boundaries will have obscure glazing to 1.5m above the finished floor level consistent with Design in Urban Areas DPF 10.1.

Heritage

The proposal has been amended in line with advice from Council's Heritage Advisor, reducing the size of the upper floor to limit both its streetscape impact and to make the design more consistent with the Historic Values of the area. Council's heritage advisor is supportive of the proposed dwelling footprint, setbacks and orientation; however, he raised concerns regarding the built form.

Given the predominantly single storey character of the area, the visibility of the upper level is a concern. The section facing the primary street presents as single storey with a gable end. As discussed above, it is taller than surrounding dwellings, but not unreasonably so. Along the secondary street, the proposal has been amended to have a consistent roofline, removing a proposed dormer window. A single dormer window is proposed facing the northwestern boundary. This is reasonably hidden at the rear of the site and will have minimal impact on the streetscape.

A verandah is proposed over the dwelling entrance. This was initially and extension of the dwelling's roof but has been amended to be a separate structure. This has reduced the total height of the verandah and made it more compatible with the Historic Area Statement.

Council's heritage advisor has noted that while the window form is not typical of the locality, the front windows are adequately screened from the street by the verandah and fencing and will not detract from the historic characteristics of the area.

Traffic Impact, Access and Parking

State-Maintained Road

Stephen Terrace is a state-maintained road with a speed limit of 50km/h. To ensure safe and efficient vehicle movements along Stephen Terrace, access will be from Second Lane. The access point will be more than 25m from the intersection with Stephen Terrace and therefore, the Urban Transport Routes Overlay is satisfied.

The Future Road Widening Overlay applies to the southern corner of the site. Fencing is proposed within the C Type Requirement and 6m Consent Area, therefore, the proposal was referred to the Commissioner of Highways. They have not objected to the proposal given that only fencing will be within the C Type Requirement.

The Commissioner of Highways has also directed a condition that a corner cut-off be provided at the intersection of Stephen Terrace and Second Lane to ensure adequate sightlines along the State-Maintained Road. The current proposal includes 1.2m high fencing within the corner cut-off area, therefore, a reserved matter is recommended that the applicant provides an updated fencing plan that complies with the Commissioner's condition.

Vehicle Access

The applicant has proposed to use the existing access point with some modifications. The access point is sufficiently setback from street trees and infrastructure to satisfy DPF 23.4. Second Lane is wide enough to support access to the site and allows for safe and convenient vehicle movements.

Parking

Two parking spaces will be provided on the site, the spaces satisfy the minimum dimension sought by DPF 23.1. There will be no impact to on-street parking resulting from the development.

Landscaping and Private Open Space

The proposal includes 175sqm of soft landscaping at the front and sides of the property. The proposed landscaping includes two small trees in front of the dwelling to satisfy the Urban Tree Canopy Overlay. The landscaping is reasonably distributed across the site to minimise heat absorption and provide stormwater infiltration. Tree planting is proposed in the more open parts of the site to provide shade and shelter. Landscaping in front of the dwelling contributes to the streetscape and improves the appearance of the land. PO 22.1 is therefore met.

Private open space is provided at the rear of the site and between the dwelling and garage. The private open space provides a high-level of amenity, with a pool, covered dining area and landscaping and will meet the likely needs of residents.

Fencing

As discussed above the front boundary fencing is compatible with the Historic Area and does not interfere with the adjacent State-Maintained Road. Side boundary fencing will have a maximum height of 2.1m above the natural ground level and will not unreasonably impact the amenity of adjacent residents.

Swimming Pool

The swimming pool pump system will be enclosed in a dedicated area behind the garage. A condition is recommended to control potential noise impacts on adjacent land.

Question of Seriously at Variance

The proposed development comprises construction of a 2 storey detached dwelling with an associated swimming pool and fencing. It is located in the Established Neighbourhood Zone and the Historic Area Overlay. Development of this nature may be appropriate within the site, locality or in the subject Zone and Overlay for the following reasons.

- Residential development is envisioned by DO 1 of the Zone,
- The proposal maintains the predominantly single storey streetscape character,
- The design is generally compatible with the historic characteristics of the area.

The proposed development is not considered seriously at variance with the relevant Desired Outcomes and Performance Outcomes of the Planning and Design Code pursuant to section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*.

CONCLUSION

While the proposed 2 storey dwelling is at variance with the single storey TNV that applies to the area, the second level is adequately hidden within the roofline

to minimise impacts on the streetscape and adjacent land. The proposal is compatible with the locality and will not unreasonably impact the amenity of adjacent residents. The design is also compatible with the Historic Area Statement.

On balance, the proposed development is considered acceptable.

RECOMMENDATION

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

1. The proposed development is not considered seriously at variance with the relevant Desired Outcomes and Performance Outcomes of the Planning and Design Code pursuant to section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*.

2. Development Application Number 25036080, by HBC Homes is granted Planning Consent subject to the following conditions/reserved matters:

RESERVED MATTERS
Planning Consent

Reserved Matter 1
Prior to Development Approval being issued, a final plan for fencing along the Stephen Terrace and Second Lane frontages shall be provided that complies with condition 2 directed by the Commissioner of Highways to the reasonable satisfaction of the Assessment Manager.

CONDITIONS
Planning Consent

Condition 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).

Condition 2
Either:
1. Tree(s) must be planted and/or retained in accordance with DTS/DPF 1.1 of the Urban Tree Canopy Overlay in the Planning and Design Code (as at the date of lodgement of the application). New trees must be planted within 12 months of occupation of the dwelling(s) and maintained.
2. Where provided for by any relevant off-set scheme established under section 197 of the Planning, Development and Infrastructure Act 2016 (as at the date of lodgement of the application), payment of an amount calculated in accordance with the off-set scheme may be made in lieu of planting/retaining 1 or more trees as set out in the Urban Tree Canopy Overlay in the Planning and Design Code (as at the date of lodgement of the application). Payment must be made prior to the issue of development approval.

Condition 3
The approved development must include rainwater tank storage which is:
1. connected to at least 60% of the roof area;
2. connected to one toilet and either the laundry cold water outlets or hot water service;
3. with a minimum retention capacity of 4000 litres;
4. if the site perviousness is less than 35%, with a minimum detention capacity of 1000 litres; and
5. where detention is required, includes a 20-25 mm diameter slow release orifice at the bottom of the detention component of the tank

within 12 months of occupation of the dwelling(s).

Condition 4
All stormwater from buildings and hard-surfaced areas shall be disposed of in accordance with 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.

Please note that disposal of the stormwater to the adjacent laneway is not permitted and compliance with this condition will only be achieved with all stormwater being directed to the primary street kerb and water table or associated underground pipe drainage system.

Condition 5
The upper floor windows facing side and rear boundaries shall either have sill heights of a minimum of 1500mm above floor level or be treated to a minimum height of 1500mm above floor level, within one (1) week of 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 to the reasonable satisfaction of the Council.

Condition 6
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.

Condition 7
That the associated filter pump be enclosed in such a way that noise levels do not exceed 45db(a) measured at adjoining property boundaries.

Condition 8
Side boundary fencing will have a corrugated profile

Condition 9
Any gradient required to accommodate vehicle access that exceeds the Council specifications shall be accommodated entirely within the boundaries of the subject land.

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

Condition 10
All access to/from the development shall be gained via Second Lane in accordance with the site plan produced by Nic Studio Design, Project No. N-25004, Drawing No. SD002, Revision PA_A, Dated 09-11-2025.

Condition 11
A 3.5 meters x 3.5 meters corner cut-of shall be provided at the corner of Stephen Terrace and Second Lane to maximise driver sightlines. This area shall be free of all fencing and any vegetation shall be no taller than 1.0 metres tall.

Condition 12
Stormwater run-off shall be collected on-site and discharged without impacting the safety and integrity of 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 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), or works that require the closure of the footpath and / or road to undertake works on the development site, 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.

Advisory Note 10
If excavating, it is recommended you contact Before You Dig Australia (BYDA) (www.byda.com.au) to keep people safe and help protect underground infrastructure.

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

Advisory Note 11
The Metropolitan Adelaide Road Widening Plan shows a possible requirement for a strip of land up to 4.5 metres in width from portion of the Stephen Terrace frontage of this site for future upgrading of the of Payneham Road/ Stephen Terrace and Nelson Street intersection. The consent of the Commissioner of Highways under the Metropolitan Adelaide Road Widening Plan Act 1972 is required to all new building works located on or within 6 metres of the possible requirements. The consent of the Commissioner of Highways under the Metropolitan Adelaide Road Widening Plan Act is therefore required to all new building works located on or within 6.0 metres of the possible requirements. The attached consent form and a copy of the approved plan/s and decision notification form should be provided to DIT (via dit.landusecoordination@sa.gov.au) for consent purposes.

Address: 7 STEPHEN TCE ST PETERS SA 5069

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



Property Zoning Details

Zone

Established Neighbourhood

Overlay

Airport Building Heights (Regulated) *(All structures over 110 metres)*
Future Road Widening
Historic Area *(NPSP20)*
Prescribed Wells Area
Regulated and Significant Tree
Stormwater Management
Traffic Generating Development
Urban Transport Routes
Urban Tree Canopy

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)*

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 alterations
   - Building work on railway land
   - Partial demolition of a building or structure
   - Solar photovoltaic panels (roof mounted)
   - Water tank (above ground)
   - Water tank (underground)

2. Code Assessed - Deemed to Satisfy
   Means that the development type requires consent (planning approval). Please ensure compliance with relevant land use and development controls in the Code.

   - Ancillary accommodation
   - Carport
   - Deck
   - 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
   - Co-located Housing in the Co-located Housing Overlay
   - Deck
   - 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.

Part 2 - Zones and Sub Zones

Established Neighbourhood Zone

Assessment Provisions (AP)

Desired Outcome (DO)

	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	DTS/DPF 1.1

Predominantly residential development with complementary non-residential activities compatible with the established development pattern of the neighbourhood.	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:	DTS/DPF 1.4 None are applicable.

(a) small scale commercial uses such as offices, shops and consulting rooms (b) community services such as educational facilities, community centres, places of worship, child care facilities 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.	
PO 1.5 Expansion of existing community services such as educational facilities, community facilities and child care facilities in a manner which complements the scale of development envisaged by the desired outcome for the neighbourhood.	DTS/DPF 1.5 Alteration of or addition to existing educational facilities, community facilities or child care facilities where all the following are satisfied: (a) set back at least 3m from any boundary shared with a residential land use (b) building height not exceeding 1 building level (c) the total floor area of the building not exceeding 150% of the total floor area prior to the addition/alteration (d) 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 600 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 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	DTS/DPF 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.	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 access to light and ventilation.	DTS/DPF 3.1 Development does not result in site coverage exceeding: **Site Coverage** Maximum site coverage is 50 per cent In instances where: (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 1 level (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 Buildings setback from the primary street boundary in accordance with the following table:

Development Context	Minimum setback
There is an existing building on both abutting sites sharing the same street frontage as the site of the proposed building.	The average setback of the existing buildings.
There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is not on a corner site.	The setback of the existing building.
There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is on a corner site.	(a) Where the existing building shares the same primary street frontage – the setback of the existing building (b) Where the existing building has a different primary street frontage - no DTS/DPF is applicable
There is no existing building on either of the abutting sites sharing the same street frontage as the site of the proposed building.	No DTS/DPF is applicable.

For the purposes of **DTS/DPF 5.1:**

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

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

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 building (except for ancillary buildings and structures) on any adjoining allotment is closer to the secondary street, not less than the distance of that building 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 Walls on boundaries 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 building is a dwelling and 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 wall 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) where the wall height does not exceed 3m measured from the lower of natural or finished ground level - at least 900mm

	(ii) for a wall that is not south facing and the wall height exceeds 3m measured from the lower of natural or finished ground level - at least 900mm from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the lower of natural or finished ground level (iii) for a wall that is south facing and the wall height exceeds 3m measured from the lower of natural or finished ground level - at least 1.9m from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the lower of natural or finished ground level.
Rear Boundary Setback	
PO 9.1 Buildings are set back from rear 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 (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 discreet 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
<150	10%
150-200	15%
201-450	20%
>450	25%

(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.

PO 11.3

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

DTS/DPF 11.3

Non-residential ancillary buildings and structures:

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

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

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

	(c) are not constructed, added to or altered so that any part is situated: (i) in front of any part of the building line of the main building to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: (i) is set back at least 5.5m from the boundary of the primary street (e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless: (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height (or post height) not exceeding 3m (and not including a gable end) (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour.
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.

A relevant authority may determine that a variation to 1 or more corresponding exclusions prescribed in Column B is minor in nature and does not require notification.

Class of Development	Exceptions

(Column A)	(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 (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 3. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
3. Any development involving any of the following (or of any combination of any of the following): (a) ancillary accommodation (b) dwelling (c) dwelling addition (d) residential flat building.	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 development involving any of the following (or of any combination of any of the following): (a) air handling unit, air conditioning system or exhaust fan (b) carport (c) deck (d) fence	None specified.

(e) internal building works (f) land division (g) outbuilding (h) pergola (i) private bushfire shelter (j) recreation area (k) replacement building (l) retaining wall (m) shade sail (n) solar photovoltaic panels (roof mounted) (o) swimming pool or spa pool and associated swimming pool safety features (p) temporary accommodation in an area affected by bushfire (q) tree damaging activity (r) verandah (s) water tank.	
6. Any development involving any of the following (or of any combination of any of the following) within the Tunnel Protection Overlay: (a) storage of materials, equipment or vehicles (whether temporary or permanent) over an area exceeding 100 square metres (b) temporary stockpiling of soil, gravel, rock or other natural material over an area exceeding 100 square metres (c) excavation or ground intruding activity at a depth greater than 2.5 metres below the regulated surface level.	Except where not undertaken by the Crown, a Council or an essential infrastructure provider.
7. Demolition.	Except any of the following: 1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
8. Railway line.	Except where located outside of a rail corridor or rail reserve.

Placement of Notices - Exemptions for Performance Assessed Development

None specified.

Placement of Notices - Exemptions for Restricted Development

None specified.

Part 3 - Overlays

Airport Building Heights (Regulated) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

Future Road Widening Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development which is consistent with and will not compromise efficient delivery of future road widening requirements.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Future Road Widening	
PO 1.1 Development does not compromise or is located and designed to minimise its impact on future road widening requirements.	DTS/DPF 1.1 Development does not involve building work, or building work is located wholly outside the land subject to the 6m Consent Area, the C Type Requirement or the Strip Requirement of the Metropolitan Adelaide Road Widening Plan.

Procedural Matters (PM)

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Other than where all deemed-to-satisfy criteria for all policies relevant to this referral are met, development (including the division of land) that is within or may encroach within a Future Road Widening Area.	Commissioner of Highways.	To provide expert technical assessment and direction to the relevant authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.	Development of a class to which Schedule 9 clause 3 item 4 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Historic Area Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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.
Built Form	
PO 2.1 The form and scale of new buildings and structures that are visible from the public realm are consistent with the prevailing historic characteristics of the historic area.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is consistent with the prevailing building and wall heights in the historic area.	DTS/DPF 2.2 None are applicable.
PO 2.3 Design and architectural detailing of street-facing buildings (including but not limited to roof pitch and form, openings, chimneys and verandahs) complement the prevailing characteristics in the historic area.	DTS/DPF 2.3 None are applicable.
PO 2.4 Development is consistent with the prevailing front and side boundary setback pattern in the historic area.	DTS/DPF 2.4 None are applicable.
PO 2.5 Materials are either consistent with or complement those within the historic area.	DTS/DPF 2.5 None are applicable.
Alterations and additions	
PO 3.1 Alterations and additions complement the subject building, employ a contextual design approach and are sited to ensure they do not dominate the primary façade.	DTS/DPF 3.1 Alterations and additions are fully contained within the roof space of an existing building with no external alterations made to the building elevation facing the primary street.
PO 3.2 Adaptive reuse and revitalisation of buildings to support retention consistent with the Historic Area Statement.	DTS/DPF 3.2 None are applicable.
Ancillary development	
PO 4.1 Ancillary development, including carports, outbuildings and garages, complements the historic character of the area and associated buildings.	DTS/DPF 4.1 None are applicable.
PO 4.2 Ancillary development, including carports, outbuildings and garages, is located behind the building line of the principal building(s) and does not dominate the building or its setting.	DTS/DPF 4.2 None are applicable.
PO 4.3 Advertising and advertising hoardings are located and designed to complement the building, be unobtrusive, be below the parapet line,	DTS/DPF 4.3 None are applicable.

not conceal or obstruct significant architectural elements and detailing, or dominate the building or its setting.	
PO 4.4 Fencing and gates closer to a street boundary (other than a laneway) than the elevation of the associated building are consistent with the traditional period, style and form of the associated building.	DTS/DPF 4.4 None are applicable.
Land Division	
PO 5.1 Land division creates allotments that are: (a) compatible with the surrounding pattern of subdivision in the historic area (b) of a dimension to accommodate buildings of a bulk and scale that reflect existing buildings and setbacks in the historic area	DTS/DPF 5.1 None are applicable.
Context and Streetscape Amenity	
PO 6.1 The width of driveways and other vehicle access ways are consistent with the prevailing width of existing driveways of the historic area.	DTS/DPF 6.1 None are applicable.
PO 6.2 Development maintains the valued landscape patterns and characteristics that contribute to the historic area, except where they compromise safety, create nuisance, or impact adversely on buildings or infrastructure.	DTS/DPF 6.2 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

Statement#	Statement

Statement#	Statement
Historic Areas affecting City of Norwood, Payneham and St Peters	
NPSP20	**The Avenues Historic Area Statement (NPSP20)** 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.

Eras, themes and context	Between the late 1870s and 1900, between the 1900s and the 1920s, and inter-war. Detached dwellings.
Allotments, subdivision and built form patterns	Historic streetscape created by the regularity of the avenues and the development patterns that have formed around them. Primary dwelling frontages to streets, not lanes.
Architectural styles, detailing and built form features	Predominantly single-storey, detached, late Victorian Italianate villas of reasonably substantial proportions. Elsewhere - the consistent styles of detached late Victorian Italianate villas of reasonably substantial proportions. Double fronted asymmetrical dwellings are the most common dwelling type, although there are a range of symmetrical dwellings, East Adelaide Company dwellings and some larger villas and mansions. The double fronted symmetrical and asymmetrical dwellings are an elegant, larger version of the simple colonial cottage with the addition of a projecting wing (in the case of the asymmetrical dwelling), a more elaborate verandah and increased detailing in plaster and render work around openings. The pitch and size of the roof makes this an important design element. Verandahs along the front elevation are another important element of both the double fronted symmetrical and asymmetrical dwelling. Some Edwardian style housing (such as Queen Anne and Art Nouveau styles), generally located within the later subdivided areas or on blocks which were re-subdivided from larger allotments. Joslin portion of this Policy Area - reflects general character, some of the dwelling stock, particularly towards the Lambert Road boundary, graduates into the 1920s style of housing, introducing with it a component of inter-war housing such as bungalows.
Building height	Predominantly single-storey, up to two storeys in some locations.
Materials	Bluestone or sandstone dressed and coursed.
Fencing	Low, open fencing that reflects the period and style of the dwellings. 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, timber and or wire or woven mesh) and 2m (masonry pillars), allowing views to dwelling. Timber picket, timber dowelling, masonry and cast iron palisade, or corrugated iron or mini orb within timber framing for cottages, villas and other dwellings built during the Victorian period. Timber picket, timber pailing, woven crimped wire, or corrugated iron or mini orb within timber framing for Edwardian dwellings. Timber pailing, wire mesh and timber or tube framing, woven crimped wire, or masonry with galvanised steel ribbon for bungalows, Tudors and inter-war dwellings. Side and rear fences in traditional materials such as timber, corrugated iron or well-detailed masonry.
Setting,	Landscaping around a dwelling, particularly in the front garden, is an important design element.

Statement#	Statement	
	landscaping, streetscape and public realm features	In St Peters, wide tree lined streets, with mature street trees and rear lanes used for vehicular access and garages
	Representative Buildings	Identified - refer to SA planning database.

Procedural Matters (PM) - Referrals

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

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

Prescribed Wells Area Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

Procedural Matters (PM) - Referrals

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

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

Regulated and Significant Tree Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Tree Retention and Health	
PO 1.1 Regulated trees are retained where they: (a) make an important visual contribution to local character and amenity (b) are indigenous to the local area and listed under the *National Parks and Wildlife Act 1972* as a rare or endangered native species and / or (c) provide an important habitat for native fauna.	DTS/DPF 1.1 None are applicable.
PO 1.2 Significant trees are retained where they: (a) make an important contribution to the character or amenity of the local area (b) are indigenous to the local area and are listed under the *National Parks and Wildlife Act 1972* as a rare or endangered native species (c) represent an important habitat for native fauna	DTS/DPF 1.2 None are applicable.

(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 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)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Residential development is designed to capture and re-use stormwater to: (a) maximise conservation of water resources (b) manage peak stormwater runoff flows and volume to ensure the carrying capacities of downstream systems are not overloaded (c) manage stormwater runoff quality.	DTS/DPF 1.1 Residential development comprising detached, semi-detached or row dwellings, or less than 5 group dwellings, co-located housing 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 | Minimum | Minimum

(m^2)	retention volume (Litres)	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)

	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	DTS/DPF 1.1 Access is obtained directly from a State Maintained Road where it involves any of the following types of development:

network.	(a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m2 or more (d) retail development with a gross floor area of 2,000m2 or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (f) industry with a gross floor area of 20,000m2 or more (g) educational facilities with a capacity of 250 students or more.
PO 1.2 Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.	DTS/DPF 1.2 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m2 or more (d) retail development with a gross floor area of 2,000m2 or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (f) industry with a gross floor area of 20,000m2 or more (g) educational facilities with a capacity of 250 students or more.
PO 1.3 Sufficient accessible on-site queuing provided to meet the needs of the development so that queues do not impact on the State Maintained Road network.	DTS/DPF 1.3 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m2 or more (d) retail development with a gross floor area of 2,000m2 or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (f) industry with a gross floor area of 20,000m2 or more (g) educational facilities with a capacity of 250 students or more.

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where all of the relevant deemed-to-satisfy criteria are met, any of the following classes of development that are proposed within 250m of a State Maintained Road:	Commissioner of Highways.	To provide expert technical assessment and direction to the Relevant Authority on the safe	Development of a class to which

(a) except where a proposed development has previously been referred under clause (b) - a building, or buildings, containing in excess of 50 dwellings (b) except where a proposed development has previously been referred under clause (a) - land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m^2 or more (d) retail development with a gross floor area of 2,000m^2 or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m^2 or more (f) industry with a gross floor area of 20,000m^2 or more (g) educational facilities with a capacity of 250 students or more.		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)

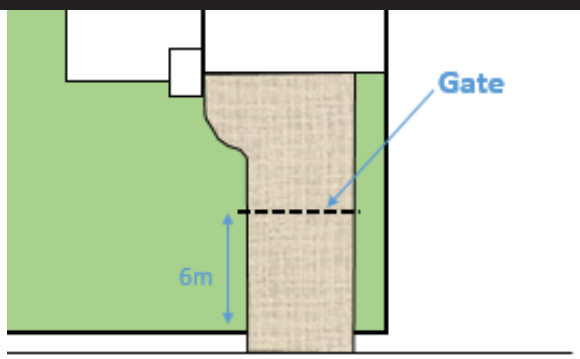
Desired Outcome (DO)

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) 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)

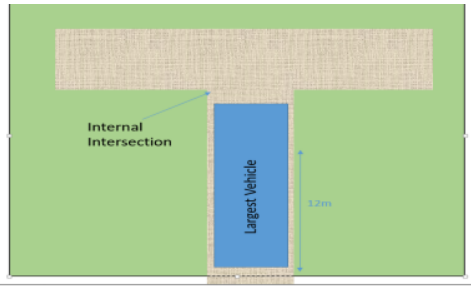
(c) will service, or is intended to service, development that will generate less than 60 vehicle movements per day, and:

(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

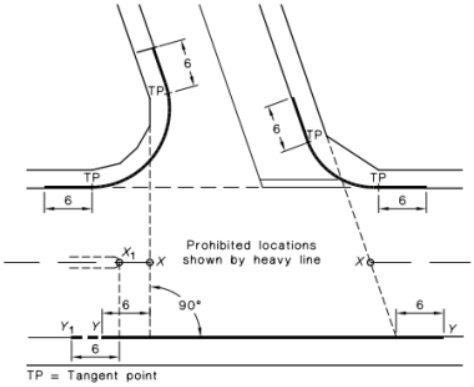
PO 3.1

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 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 (vi) a change of use from a residential dwelling to a shop, office, consulting room or personal or domestic services establishment with <250m² gross leasable floor area.
Access – Location (Spacing) – New Access Points	
PO 4.1 New access points are spaced apart from any existing access point or public road junction to manage impediments to traffic flow and maintain safe and efficient operating conditions on the road.	DTS/DPF 4.1 A new access point satisfies (a), (b) or (c): (a) where a development site is intended to serve between 1 and 6 dwellings, access to the site is from the local road network (not being a Controlled Access Road) and is located outside of the bold lines shown in the following diagram:  NOTE: The points marked X_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, the new access: (i) is not located on a Controlled Access Road (ii) is not located on a section of road affected by double barrier lines (iii) will be on a road with a speed environment of 70km/h or less (iv) is located outside of the bold lines on the diagram shown in the diagram following part (a) (v) is located a minimum of 6m from a median opening or pedestrian crossing (c) where DTS/DPF 4.1 part (a) and (b) do not apply and access from an alternative local road at least 25m from the State Maintained Road is not available, and the access is not located on a Controlled Access Road, the new access is separated in accordance with the following:

Speed Limit	Separation between access points	Separation from public road junctions and merging/terminating lanes
50 km/h or less	No spacing requirement	20m
60 km/h	5m (for development intended to serve between 1 and 6 dwellings) and 10m for all other cases	73m
70 km/h	40m	92m
80 km/h	50m	114m
90 km/h	65m	139m
100 km/h	80m	165m
110 km/h	100m	193m

Access - Location (Sight Lines)

PO 5.1

Access points are located and designed to accommodate sight lines that enable drivers and pedestrians to navigate potential conflict points with roads in a controlled and safe manner.

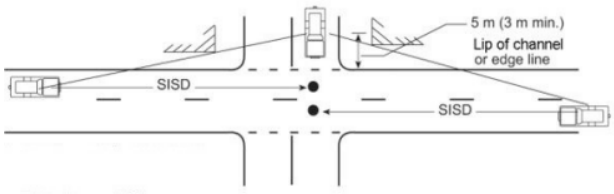
DTS/DPF 5.1

An access point satisfies (a) and (c) or (b) and (c):

(a) the development site does or is intended to serve between 1 and 6 dwellings and utilises an existing access point
or

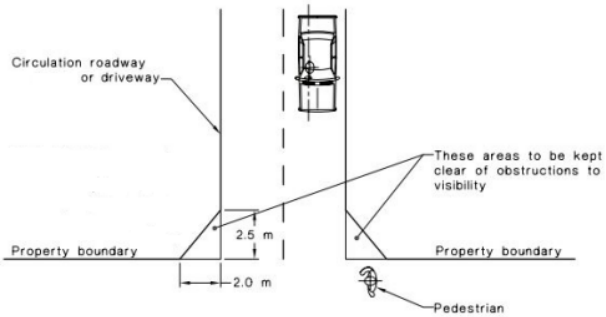
(b) drivers approaching or exiting an access point have an unobstructed line of sight in accordance with the following (measured at a height of 1.1m above the surface of the road):

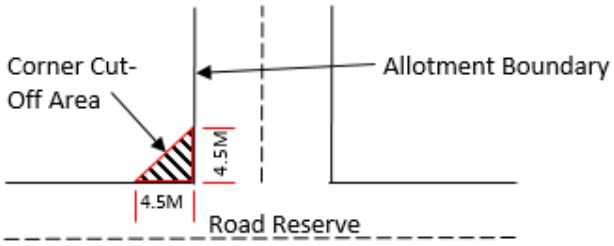
Speed Limit	Access point serving 1-6 dwellings	Access point serving all other development
40 km/h or less	47m	73m
50 km/h	63m	97m
60 km/h	81m	123m
70 km/h	100m	151m
80 km/h	121m	181m
90 km/h	144m	226m
100 km/h	169m	262m
110km/h	195m	300m



and

(c) pedestrian sightlines in accordance with the following diagram:



Access – Mud and Debris	
PO 6.1 Access points constructed to minimise mud or other debris being carried or transferred onto the road to ensure safe road operating conditions.	DTS/DPF 6.1 Where the road has an unsealed shoulder and the road is not kerbed, the access way is sealed from the edge of seal on the road for a minimum of 10m or to the property boundary (whichever is closer).
Access - Stormwater	
PO 7.1 Access points 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 (c) result in access points becoming stormwater flow paths directly onto the road.
Building on Road Reserve	
PO 8.1 Buildings or structures that encroach onto, above or below road reserves 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.

Urban Tree Canopy Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Trees are planted or retained to contribute to an urban tree canopy.	DTS/DPF 1.1 Tree planting is provided in accordance with the following:

Site size per dwelling (m^2)	Tree size* and number required per dwelling
<450	1 small tree
450-800	1 medium tree or 2 small trees
>800	1 large tree or 2 medium trees or 4 small trees

*refer Table 1 Tree Size

Table 1 Tree Size			
Tree size	Mature height (minimum)	Mature spread (minimum)	Soil area around tree within development site (minimum)
Small	4 m	2m	$10m^2$ and min. dimension of 1.5m
Medium	6 m	4 m	$30m^2$ and min. dimension of 2m

Large	12 m	8m	60m^2 and min. dimension of 4m

The discount in Column D of Table 2 discounts the number of trees required to be planted in DTS/DPF 1.1 where existing tree(s) are retained on the subject land that meet the criteria in Columns A, B and C of Table 2, and are not a species identified in Regulation 3F(4)(b) of the Planning Development and Infrastructure (General) Regulations 2017.

Table 2 Tree Discounts

Retained tree height (Column A)	Retained tree spread (Column B)	Retained soil area around tree within development site (Column C)	Discount applied (Column D)
4-6m	2-4m	10m^2 and min. 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)

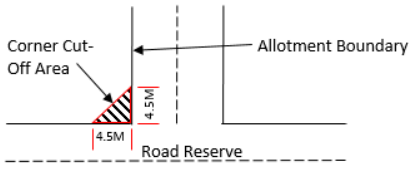
Desired Outcome (DO)

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	DTS/DPF 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.	Advertisements have a minimum clearance of 2.5m between the top of the footpath and base of the underside of the sign.
PO 5.2 Advertisements and/or advertising hoardings do not distract or create a hazard to drivers through excessive illumination.	DTS/DPF 5.2 No advertisement illumination is proposed.
PO 5.3 Advertisements and/or advertising hoardings do not create a hazard to drivers by: (a) being liable to interpretation by drivers as an official traffic sign or signal (b) obscuring or impairing drivers' view of official traffic signs or signals (c) obscuring or impairing drivers' view of features of a road that are potentially hazardous (such as junctions, bends, changes in width and traffic control devices) or other road or rail vehicles at/or approaching level crossings.	DTS/DPF 5.3 Advertisements satisfy all of the following: (a) are not located in a public road or rail reserve (b) are located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram 
PO 5.4 Advertisements and/or advertising hoardings do not create a hazard by distracting drivers from the primary driving task at a location where the demands on driver concentration are high.	DTS/DPF 5.4 Advertisements and/or advertising hoardings are not located along or adjacent to a road having a speed limit of 80km/h or more.
PO 5.5 Advertisements and/or advertising hoardings provide sufficient clearance from the road carriageway to allow for safe and convenient movement by all road users.	DTS/DPF 5.5 Where the advertisement or advertising hoarding is: (a) on a kerbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 0.6m from the roadside edge of the kerb (b) on an unkerbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 5.5m from the edge of the seal (c) on any other kerbed or unkerbed road, the advertisement or advertising hoarding is located a minimum of the following distance from the roadside edge of the kerb or the seal: (a) 110 km/h road - 14m (b) 100 km/h road - 13m (c) 90 km/h road - 10m (d) 70 or 80 km/h road - 8.5m.
PO 5.6 Advertising near signalised intersections does not cause unreasonable distraction to road users through illumination, flashing lights, or moving or changing displays or messages.	DTS/DPF 5.6 Advertising: (a) is not illuminated (b) does not incorporate a moving or changing display or message (c) does not incorporate a flashing light(s).

Animal Keeping and Horse Keeping

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
PO 1.1 Animal keeping, horse keeping and associated activities do not create adverse impacts on the environment or the amenity of the locality.	DTS/DPF 1.1 None are applicable.
PO 1.2 Animal keeping and horse keeping is located and managed to minimise the potential transmission of disease to other operations where animals are kept.	DTS/DPF 1.2 None are applicable.
Horse Keeping	
PO 2.1 Water from stable wash-down areas is directed to appropriate absorption areas and/or drainage pits to minimise pollution of land and water.	DTS/DPF 2.1 None are applicable.
PO 2.2 Stables, horse shelters or associated yards are sited appropriate distances away from sensitive receivers and/or allotments in other ownership to avoid adverse impacts from dust, erosion and odour.	DTS/DPF 2.2 Stables, horse shelters and associated yards are sited in accordance with all of the following: (a) 30m or more from any sensitive receivers (existing or approved) on land in other ownership (b) where an adjacent allotment is vacant and in other ownership, 30m or more from the boundary of that allotment.
PO 2.3 All areas accessible to horses are separated from septic tank effluent disposal areas to protect the integrity of that system. Stable flooring is constructed with an impervious material to facilitate regular cleaning.	DTS/DPF 2.3 Septic tank effluent disposal areas are enclosed with a horse-proof barrier such as a fence to exclude horses from this area.
PO 2.4 To minimise environmental harm and adverse impacts on water resources, stables, horse shelters and associated yards are appropriately set back from a watercourse.	DTS/DPF 2.4 Stables, horse shelters and associated yards are set back 50m or more from a watercourse.
PO 2.5 Stables, horse shelters and associated yards are located on slopes that are stable to minimise the risk of soil erosion and water runoff.	DTS/DPF 2.5 Stables, horse shelters and associated yards are not located on land with a slope greater than 10% (1-in-10).
Kennels	
PO 3.1 Kennel flooring is constructed with an impervious material to facilitate regular cleaning.	DTS/DPF 3.1 The floors of kennels satisfy all of the following: (a) are constructed of impervious concrete (b) are designed to be self-draining when washed down.
PO 3.2	DTS/DPF 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.	Kennels are sited 500m or more from the nearest sensitive receiver on land in other ownership.
PO 3.3 Dogs are regularly observed and managed to minimise nuisance impact on adjoining sensitive receivers from animal behaviour.	DTS/DPF 3.3 Kennels are sited in association with a permanent dwelling on the land.
Wastes	
PO 4.1 Storage of manure, used litter and other wastes (other than wastewater lagoons) is designed, constructed and managed to minimise attracting and harbouring vermin.	DTS/DPF 4.1 None are applicable.
PO 4.2 Facilities for the storage of manure, used litter and other wastes (other than wastewater lagoons) are located to minimise the potential for polluting water resources.	DTS/DPF 4.2 Waste storage facilities (other than wastewater lagoons) are located outside the 1% AEP flood event areas.

Aquaculture

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land-based Aquaculture	
PO 1.1 Land-based aquaculture and associated components are sited and designed to mitigate adverse impacts on nearby sensitive receivers.	DTS/DPF 1.1 Land-based aquaculture and associated components are located to satisfy all of the following: (a) 200m or more from a sensitive receiver in other ownership (b) 500m or more from the boundary of a zone primarily intended to accommodate sensitive receivers or The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
PO 1.2 Land-based aquaculture and associated components are sited and designed to prevent surface flows from entering ponds in a 1% AEP sea	DTS/DPF 1.2 None are applicable.

flood level event.	
PO 1.3 Land-based aquaculture and associated components are sited and designed to prevent pond leakage that would pollute groundwater.	DTS/DPF 1.3 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
PO 1.4 Land-based aquaculture and associated components are sited and designed to prevent farmed species escaping and entering into any waters.	DTS/DPF 1.4 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
PO 1.5 Land-based aquaculture and associated components, including intake and discharge pipes, are designed to minimise the need to traverse sensitive areas to minimise impact on the natural environment.	DTS/DPF 1.5 None are applicable.
PO 1.6 Pipe inlets and outlets associated with land-based aquaculture are sited and designed to minimise the risk of disease transmission.	DTS/DPF 1.6 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
PO 1.7 Storage areas associated with aquaculture activity are integrated with the use of the land and sited and designed to minimise their visual impact on the surrounding environment.	DTS/DPF 1.7 None are applicable.
Marine Based Aquaculture	
PO 2.1 Marine aquaculture is sited and designed to minimise its adverse impacts on sensitive ecological areas including: (a) creeks and estuaries (b) wetlands (c) significant seagrass and mangrove communities (d) marine habitats and ecosystems.	DTS/DPF 2.1 None are applicable.
PO 2.2 Marine aquaculture is sited in areas with adequate water current to disperse sediments and dissolve particulate wastes to prevent the build-up of waste that may cause environmental harm.	DTS/DPF 2.2 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
PO 2.3 Marine aquaculture is designed to not involve discharge of human waste on the site, on any adjacent land or into nearby waters.	DTS/DPF 2.3 The development does not include toilet facilities located over water.
PO 2.4 Marine aquaculture (other than inter-tidal aquaculture) is located an appropriate distance seaward of the high water mark.	DTS/DPF 2.4 Marine aquaculture development is located 100m or more seaward of the high water mark or The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
PO 2.5 Marine aquaculture is sited and designed to not obstruct or interfere with: (a) areas of high public use (b) areas, including beaches, used for recreational activities such as swimming, fishing, skiing, sailing and other water sports	DTS/DPF 2.5 None are applicable.

(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 The development utilises existing established roads, tracks, ramps and/or paths (as applicable) to access the sea.
PO 2.9 Access, launching and maintenance facilities are developed as common user facilities and are co-located where practicable to mitigate adverse impacts on coastal areas.	DTS/DPF 2.9 The development utilises existing established roads, tracks, ramps and/or paths (as applicable) to access the sea.
PO 2.10 Marine aquaculture is sited to minimise potential impacts on, and to protect the integrity of, reserves under the *National Parks and Wildlife Act 1972*.	DTS/DPF 2.10 Marine aquaculture is located 1000m or more seaward of the boundary of any reserve under the *National Parks and Wildlife Act 1972*.
PO 2.11 Onshore storage, cooling and processing facilities do not impair the coastline and its visual amenity by: (a) being sited, designed, landscaped and of a scale to reduce the overall bulk and appearance of buildings and complement the coastal landscape (b) making provision for appropriately sited and designed vehicular access arrangements, including using existing vehicular access arrangements as far as practicable (c) incorporating appropriate waste treatment and disposal.	DTS/DPF 2.11 The development does not include any onshore facilities in conjunction with a proposal for marine aquaculture.
Navigation and Safety	
PO 3.1 Marine aquaculture sites are suitably marked to maintain navigational safety.	DTS/DPF 3.1 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
PO 3.2 Marine aquaculture is sited to provide adequate separation between	DTS/DPF 3.2 The development is the subject of an aquaculture lease and/or licence

farms for safe navigation.	(as applicable) granted under the *Aquaculture Act 2001*.
Environmental Management	
PO 4.1 Marine aquaculture is maintained to prevent hazards to people and wildlife, including breeding grounds and habitats of native marine mammals and terrestrial fauna, especially migratory species.	DTS/DPF 4.1 None are applicable.
PO 4.2 Marine aquaculture is designed to facilitate the relocation or removal of structures in the case of emergency such as oil spills, algal blooms and altered water flows.	DTS/DPF 4.2 None are applicable.
PO 4.3 Marine aquaculture provides for progressive or future reclamation of disturbed areas ahead of, or upon, decommissioning.	DTS/DPF 4.3 None are applicable.
PO 4.4 Aquaculture operations incorporate measures for the removal and disposal of litter, disused material, shells, debris, detritus, dead animals and animal waste to prevent pollution of waters, wetlands, or the nearby coastline.	DTS/DPF 4.4 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.

Beverage Production in Rural Areas

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

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 (c) land subject to flooding (d) steeply sloping land (e) rocky or highly permeable soil overlaying an unconfined aquifer.	DTS/DPF 3.3 None are applicable.

Bulk Handling and Storage Facilities

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
PO 1.1 Bulk handling and storage facilities are sited and designed to minimise risks of adverse air quality and noise impacts on sensitive receivers.	DTS/DPF 1.1 Facilities for the handling, storage and dispatch of commodities in bulk (excluding processing) meet the following minimum separation distances from sensitive receivers: (a) bulk handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals at a wharf or wharf side facility (including sea-port grain terminals), where the handling of these materials into or from vessels does not exceed 100 tonnes per day: 300m or more from residential premises not associated with the facility (b) bulk handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility: 300m or more from residential premises not associated with the facility (c) bulk petroleum storage involving individual containers with a capacity up to 200 litres and a total on-site storage capacity not exceeding 1,000 cubic metres: 500m or more (d) coal handling with: a. capacity up to 1 tonne per day or a storage capacity up to 50 tonnes: 500m or more b. capacity exceeding 1 tonne per day but not exceeding 100 tonnes per day or a storage capacity exceeding 50 tonnes but not exceeding 5000 tonnes: 1000m or more.
Buffers and Landscaping	
PO 2.1 Bulk handling and storage facilities incorporate a buffer area for the establishment of dense landscaping adjacent road frontages to enhance the appearance of land and buildings from public thoroughfares.	DTS/DPF 2.1 None are applicable.
PO 2.2 Bulk handling and storage facilities incorporate landscaping to assist with screening and dust filtration.	DTS/DPF 2.2 None are applicable.
Access and Parking	
PO 3.1 Roadways and vehicle parking areas associated with bulk handling and storage facilities are designed and surfaced to control dust emissions and prevent drag out of material from the site.	DTS/DPF 3.1 Roadways and vehicle parking areas are sealed with an all-weather surface.

Slipways, Wharves and Pontoons	
PO 4.1 Slipways, wharves and pontoons used for the handling of bulk materials (such as fuel, oil, catch, bait and the like) incorporate catchment devices to avoid the release of materials into adjacent waters.	DTS/DPF 4.1 None are applicable.

Clearance from Overhead Powerlines

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

Design

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 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 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	DTS/DPF 6.1 Effluent disposal drainage areas do not: (a) encroach within an area used as private open space or result in less private open space than that specified in Design Table 1 - Private Open Space (b) use an area also used as a driveway

	(c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Carparking Appearance	
PO 7.1 Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on the streetscapes through techniques such as: (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure.	DTS/DPF 7.1 None are applicable.
PO 7.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	DTS/DPF 7.2 None are applicable.
PO 7.3 Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	DTS/DPF 7.3 None are applicable.
PO 7.4 Street level vehicle parking areas incorporate tree planting to provide shade and reduce solar heat absorption and reflection.	DTS/DPF 7.4 None are applicable.
PO 7.5 Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.	DTS/DPF 7.5 None are applicable.
PO 7.6 Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.	DTS/DPF 7.6 None are applicable.
PO 7.7 Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.	DTS/DPF 7.7 None are applicable.
Earthworks and sloping land	
PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
PO 8.2 Driveways and access tracks are designed and constructed to allow safe and convenient access on sloping land (with a gradient exceeding 1	DTS/DPF 8.2 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b):

in 8).	(a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
PO 8.3 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land.	DTS/DPF 8.3 None are applicable.
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on-site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.
PO 8.5 Development does not occur on land at risk of landslip nor increases the potential for landslip or land surface instability.	DTS/DPF 8.5 None are applicable.
Fences and Walls	
PO 9.1 Fences, walls and retaining walls are of sufficient height to maintain privacy and security without unreasonably impacting the visual amenity and adjoining land's access to sunlight or the amenity of public places.	DTS/DPF 9.1 None are applicable.
PO 9.2 Landscaping incorporated on the low side of retaining walls is visible from public roads and public open space to minimise visual impacts.	DTS/DPF 9.2 A vegetated landscaped strip 1m wide or more is provided against the low side of a retaining wall.
Overlooking / Visual Privacy (in building 3 storeys or less)	
PO 10.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses.	DTS/DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential allotment/site satisfy one of the following: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 200mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
PO 10.2 Development mitigates direct overlooking from balconies, terraces and decks to habitable rooms and private open space of adjoining residential uses.	DTS/DPF 10.2 One of the following is satisfied: (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of:

	(i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases
All Residential development	
Front elevations and passive surveillance	
PO 11.1 Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	DTS/DPF 11.1 Each dwelling with a frontage to a public street: (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least $2m^2$ facing the primary street.
PO 11.2 Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.	DTS/DPF 11.2 Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.
Outlook and amenity	
PO 12.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.	DTS/DPF 12.1 A living room of a dwelling incorporates a window with an outlook towards the street frontage or private open space, public open space, or waterfront areas.
PO 12.2 Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.	DTS/DPF 12.2 None are applicable.
Ancillary Development	
PO 13.1 Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties.	DTS/DPF 13.1 Ancillary buildings (excluding ancillary accommodation): (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 60m2 (c) are not constructed, added to or altered so that any part is situated: (i) in front of any part of the building line of the dwelling to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: (i) is set back at least 5.5m from the boundary of the primary street (ii) when facing a primary street or secondary street, has a total door / opening not exceeding: A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width (e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless:

(i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary
and
(ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent

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

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

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

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

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

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

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

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

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

PO 13.2

Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision or car parking requirements and do not result in over-development of the site.

DTS/DPF 13.2

Ancillary buildings and structures do not result in:

(a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space

(b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.

PO 13.3

Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa is positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.

DTS/DPF 13.3

The pump and/or filtration system is ancillary to a dwelling erected on the same site and is:

(a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment
or
(b) located at least 12m from the nearest habitable room located on an adjoining allotment.

PO 13.4

DTS/DPF 13.4

Buildings and structures that are ancillary to an existing non-residential use do not detract from the streetscape character, appearance of buildings on the site of the development, or the amenity of neighbouring properties.	Non-residential ancillary buildings and structures: (a) are ancillary and subordinate to an existing non-residential use on the same site (b) have a floor area not exceeding the following: <table><tr><td>Allotment size</td><td>Floor area</td></tr><tr><td>≤500m2</td><td>60m2</td></tr><tr><td>>500m2</td><td>80m2</td></tr></table> (c) are not constructed, added to or altered so that any part is situated: (i) in front of any part of the building line of the main building to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: (i) is set back at least 5.5m from the boundary of the primary street (e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless: (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height (or post height) not exceeding 3m (and not including a gable end) (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour.
PO 13.5 Ancillary accommodation: (a) is sited and designed to not detract from the streetscape or appearance of primary residential buildings on the site or neighbouring properties (b) is integrated within the site of the dwelling to which it is ancillary and incorporates shared utilities and shared open space.	DTS/DPF 13.5 Ancillary accommodation: (a) is ancillary to a dwelling erected on the same site (b) has a floor area not exceeding 70m^2 (c) is 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) if situated on a boundary (not being a boundary with a primary street or secondary street), does 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

(e) 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

(f) 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

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

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

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

(j) 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.

(k) does not have separate connection to utilities and services (such as electricity, gas, water, telecommunications, sewerage system, wastewater system or waste control system) to those servicing the existing dwelling

(l) has unrestricted access to the private open space associated with the existing dwelling to which it is ancillary

(m) in the case of the Rural Zone, Productive Rural Landscape Zone, or Rural Horticulture Zone, is located within 20m of an existing dwelling.

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

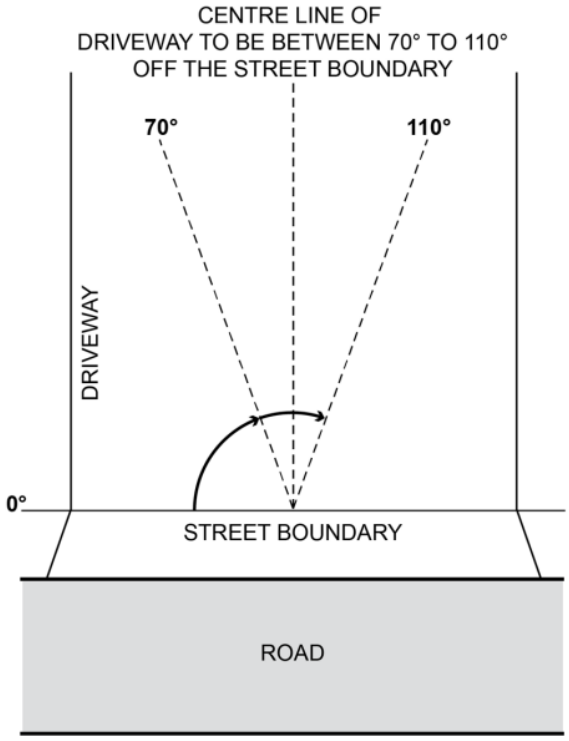
The visual mass of larger buildings is reduced when viewed from

DTS/DPF 15.1

None are applicable

adjoining allotments or public streets.	
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	DTS/DPF 18.2 Development creating a common driveway / access that services 5 or more dwellings:

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.	(a) maintains the pre-development peak flow rate from the site based upon a 0.35 runoff coefficient for the 18.1% AEP 30-minute storm and the stormwater runoff time to peak is not increased or captures and retains the difference in pre-development runoff volume (based upon a 0.35 runoff coefficient) vs post development runoff volume from the site for an 18.1% AEP 30-minute storm; and (b) manages site generated stormwater runoff up to and including the 1% AEP flood event to avoid flooding of buildings.
Car parking, access and manoeuvrability	
PO 19.1 Enclosed parking spaces are of a size and dimensions to be functional, accessible and convenient.	DTS/DPF 19.1 Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area): (a) single width car parking spaces: (i) a minimum length of 5.4m per space (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double width car parking spaces (side by side): (i) a minimum length of 5.4m (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space.
PO 19.2 Uncovered parking spaces are of a size and dimensions to be functional, accessible and convenient.	DTS/DPF 19.2 Uncovered car parking spaces have: (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m
PO 19.3 Driveways and access points are located and designed to facilitate safe access and egress while maximising land available for street tree planting, pedestrian movement, domestic waste collection, landscaped street frontages and on-street parking.	DTS/DPF 19.3 Driveways and access points on sites with a frontage to a public road of 10m or less have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site.
PO 19.4 Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	DTS/DPF 19.4 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed: (i) is set back 6m or more from the tangent point of an intersection of 2 or more roads (ii) is set back outside of the marked lines or infrastructure dedicating a pedestrian crossing (iii) does not involve the removal, relocation or damage to of mature street trees, street furniture or utility infrastructure services.
PO 19.5 Driveways are designed to enable safe and convenient vehicle	DTS/DPF 19.5 Driveways are designed and sited so that:

movements from the public road to on-site parking spaces.	(a) the gradient of the driveway does not exceed a grade of 1 in 4 and includes transitions to ensure a maximum grade change of 12.5% (1 in 8) for summit changes, and 15% (1 in 6.7) for sag changes, in accordance with AS 2890.1:2004 to prevent vehicles bottoming or scraping (b) the centreline of the driveway has an angle of no less than 70 degrees and no more than 110 degrees from the street boundary to which it takes its access as shown in the following diagram:  (c) if located to provide access from an alley, lane or right of way - the alley, land or right or way is at least 6.2m wide along the boundary of the allotment / site
PO 19.6 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 19.6 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
Waste storage	
PO 20.1 Provision is made for the adequate and convenient storage of waste bins in a location screened from public view.	DTS/DPF 20.1 None are applicable.
Design of Transportable Dwellings	
PO 21.1 The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.	DTS/DPF 21.1 Buildings satisfy (a) or (b): (a) are not transportable or

	(b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.
Group dwelling, residential flat buildings and battle-axe development	
Amenity	
PO 22.1 Dwellings are of a suitable size to accommodate a layout that is well organised and provides a high standard of amenity for occupants.	DTS/DPF 22.1 Dwellings have a minimum internal floor area in accordance with the following table: **Number of bedrooms** — **Minimum internal floor area** Studio — 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 Soft landscaping is provided that improves the appearance of common driveways.	DTS/DPF 25.2 Where a common driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the driveway and site boundary (excluding along the perimeter of a passing point).
Site Facilities / Waste Storage	
PO 26.1 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 26.1 None are applicable.
PO 26.2 Provision is made for suitable external clothes drying facilities.	DTS/DPF 26.2 None are applicable.
PO 26.3 Provision is made for suitable household waste and recyclable material storage facilities which are: (a) located away, or screened, from public view, and (b) conveniently located in proximity to dwellings and the waste collection point.	DTS/DPF 26.3 None are applicable.
PO 26.4 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 26.4 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 26.5 Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to accommodate the safe and convenient access, egress and movement of waste collection vehicles.	DTS/DPF 26.5 None are applicable.
PO 26.6 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 26.6 None are applicable.
Supported accommodation and retirement facilities	
Siting and Configuration	
PO 27.1 Supported accommodation and housing for aged persons and people with disabilities is located where on-site movement of residents is not unduly restricted by the slope of the land.	DTS/DPF 27.1 None are applicable.
Movement and Access	
PO 28.1 Development is designed to support safe and convenient access and movement for residents by providing: (a) ground-level access or lifted access to all units (b) level entry porches, ramps, paths, driveways, passenger loading areas and areas adjacent to footpaths that allow for the passing of wheelchairs and resting places (c) car parks with gradients no steeper than 1-in-40 and of sufficient area to provide for wheelchair manoeuvrability (d) kerb ramps at pedestrian crossing points.	DTS/DPF 28.1 None are applicable.
Communal Open Space	

PO 29.1 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 30.3 None are applicable.
PO 30.4 Provision is made for suitable household waste and recyclable material storage facilities conveniently located and screened from public view.	DTS/DPF 30.4 None are applicable.
PO 30.5 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 30.5 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 30.6 Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.	DTS/DPF 30.6 None are applicable.

PO 30.7 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 30.7 None are applicable.
All non-residential development	
Water Sensitive Design	
PO 31.1 Development likely to result in significant risk of export of litter, oil or grease includes stormwater management systems designed to minimise pollutants entering stormwater.	DTS/DPF 31.1 None are applicable.
PO 31.2 Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	DTS/DPF 31.2 None are applicable.
Wash-down and Waste Loading and Unloading	
PO 32.1 Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, vessels, plant or equipment are: (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis.	DTS/DPF 32.1 None are applicable.
Decks	
Design and Siting	
PO 33.1 Decks are designed and sited to: (a) complement the associated building form (b) minimise impacts on the streetscape through siting behind the building line of the principal building (unless on a significant allotment or open space) (c) minimise cut and fill and overall massing when viewed from adjacent land.	DTS/DPF 33.1 Decks: (a) where ancillary to a dwelling: (i) are not constructed, added to or altered so that any part is situated: A. in front of any part of the building line of the dwelling to which it is ancillary or B. within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (ii) are set back at least 900mm from side or rear allotment boundaries (iii) when attached to the dwelling, has a finished floor level consistent with the finished ground floor level of the dwelling

<table>
<tr>
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<td>
(iv) where associated with a residential use, retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (A) or (B), whichever is less:
A. a total area is determined by the following table:
<table>
<tr><th>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>>200-450</td><td>20%</td></tr>
<tr><td>>450</td><td>25%</td></tr>
</table>
B. the amount of existing soft landscaping prior to the development occurring.

(b) where in association with a non-residential use:
(i) are set back at least 2 metres from the boundary of an allotment used for residential purposes.
(ii) are set back at least 2 metres from a public road.
(iii) have a floor area not exceeding 25m^2

(c) in all cases, has a finished floor level not exceeding 1 metre above natural ground level at any point.
</td>
</tr>
<tr>
<td>PO 33.2

Decks are designed and sited to minimise direct overlooking of habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones through suitable floor levels, screening and siting taking into account the slope of the subject land, existing vegetation on the subject land, and fencing.</td>
<td>DTS/DPF 33.2

Decks with a finished floor level/s 500mm or more above natural ground level facing side or rear boundaries shared with a residential use in a neighbourhood-type zone incorporate screening with a maximum of 25% transparency/openings, permanently fixed to the outer edge of the deck not less than 1.5 m above the finished floor level/s.</td>
</tr>
<tr>
<td>PO 33.3

Decks used for outdoor dining, entertainment or other commercial uses provide carparking in accordance with the primary use of the deck.</td>
<td>DTS/DPF 33.3

Decks used for commercial purposes do not result in less on-site car parking for the primary use of the subject land than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.</td>
</tr>
</table>

Table 1 - Private Open Space

Dwelling Type	Minimum Rate
Dwelling (at ground level)	Total private open space area: (a) Site area <301m^2: 24m^2 located behind the building line. (b) Site area ≥ 301m^2: 60m^2 located behind the building line. Minimum directly accessible from a living room: 16m^2 / with a minimum dimension 3m.

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

Design in Urban Areas

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.

PO 1.4 Plant, exhaust and intake vents and other technical equipment are integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: (a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces (b) screening rooftop plant and equipment from view (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.
PO 1.5 The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.	DTS/DPF 1.5 None are applicable.
Safety	
PO 2.1 Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is designed to differentiate public, communal and private areas.	DTS/DPF 2.2 None are applicable.
PO 2.3 Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	DTS/DPF 2.3 None are applicable.
PO 2.4 Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	DTS/DPF 2.4 None are applicable.
PO 2.5 Common areas and entry points of buildings (such as the foyer areas of residential buildings) and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.	DTS/DPF 2.5 None are applicable.
Landscaping	
PO 3.1 Soft landscaping and tree planting are incorporated to: (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes.	DTS/DPF 3.1 None are applicable.
Environmental Performance	
PO 4.1 Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.	DTS/DPF 4.1 None are applicable.
PO 4.2	DTS/DPF 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.	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	DTS/DPF 7.5

Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.	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	DTS/DPF 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.	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	DTS/DPF 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.	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	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

trees with large canopies to provide shade and soften the appearance of multi-storey buildings.

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:

DTS/DPF 14.3

None are applicable.

(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.	
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 (excluding ancillary accommodation): (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 60m2 (c) are not constructed, added to or altered so that any part is situated: (i) in front of any part of the building line of the dwelling to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: (i) is set back at least 5.5m from the boundary of the primary street (ii) when facing a primary street or secondary street, has a total door / opening not exceeding: A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width (e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless: (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end) (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour (k) retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (i) or (ii), whichever is less: (i) a total area as determined by the following table: **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%

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

PO 19.2

Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision, car parking requirements or result in over-development of the site.

DTS/DPF 19.2

Ancillary buildings and structures do not result in:

(a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space

(b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.

PO 19.3

Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.

DTS/DPF 19.3

The pump and/or filtration system is ancillary to a dwelling erected on the same site and is:

(a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment
or

(b) located at least 12m from the nearest habitable room located on an adjoining allotment.

PO 19.4

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

DTS/DPF 19.4

Non-residential ancillary buildings and structures:

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

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

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

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

(i) in front of any part of the building line of the main building to which it is ancillary
or

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

(d) in the case of a garage or carport, the garage or carport:

(i) is set back at least 5.5m from the boundary of the primary street

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

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

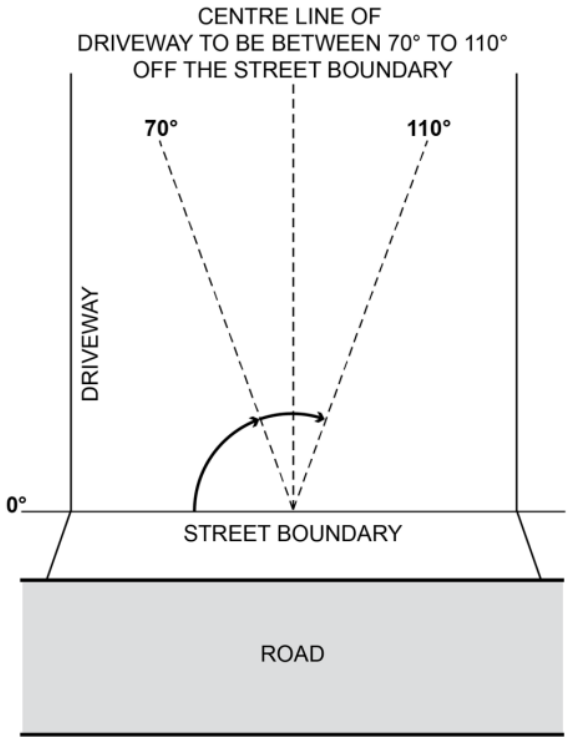
(ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent

	(f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height (or post height) not exceeding 3m (and not including a gable end) (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour.
PO 19.5 Ancillary accommodation: (a) is sited and designed to not detract from the streetscape or appearance of primary residential buildings on the site or neighbouring properties (b) is integrated within the site of the dwelling to which it is ancillary and incorporates shared utilities and shared open space.	DTS/DPF 19.5 Ancillary accommodation: (a) is ancillary to a dwelling erected on the same site (b) has a floor area not exceeding 70m^2 (c) is 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) if situated on a boundary (not being a boundary with a primary street or secondary street), does 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 (e) 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 (f) 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 (g) has a wall height or post height not exceeding 3m above natural ground level (and not including a gable end) (h) has a roof height where no part of the roof is more than 5m above the natural ground level (i) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour (j) retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (i) or (ii), whichever is less: (i) a total area as determined by the following table: **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% (ii) the amount of existing soft landscaping prior to the development occurring. (k) does not have separate connection to utilities and services (such as electricity, gas, water, telecommunications, sewerage system, wastewater system or waste control system) to those servicing the existing dwelling (l) has unrestricted access to the private open space associated with the existing dwelling to which it is ancillary (m) in the case of the Rural Zone, Productive Rural Landscape Zone, or Rural Horticulture Zone, is located within 20m of an existing dwelling.
Residential Development - Low Rise	
External appearance	
PO 20.1 Garaging is designed to not detract from the streetscape or appearance of a dwelling.	DTS/DPF 20.1 Garages and carports facing a street: (a) are situated so that no part of the garage or carport will be in front of any part of the building line of the dwelling (b) are set back at least 5.5m from the boundary of the primary street (c) have a garage door / opening width not exceeding 7m (d) have a garage door / opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.
PO 20.2 Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and the appearance of common driveway areas.	DTS/DPF 20.2 Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the following design features within the building elevation facing any other public road (other than a laneway) or a common driveway: (a) a minimum of 30% of the building wall is set back an additional 300mm from the building line (b) a porch or portico projects at least 1m from the building wall (c) a balcony projects from the building wall (d) a verandah projects at least 1m from the building wall (e) eaves of a minimum 400mm width extend along the width of the front elevation (f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm (g) a minimum of two different materials or finishes are incorporated on the walls of the front building elevation, with a maximum of 80% of the building elevation in a single material or finish.
PO 20.3 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 20.3 None are applicable
Private Open Space	

PO 21.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 21.1 Private open space is provided in accordance with Design in Urban Areas Table 1 - Private Open Space.
PO 21.2 Private open space is positioned to provide convenient access from internal living areas.	DTS/DPF 21.2 Private open space is directly accessible from a habitable room.
Landscaping	
PO 22.1 Soft landscaping is incorporated into development to: (a) minimise heat absorption and reflection (b) contribute shade and shelter (c) provide for stormwater infiltration and biodiversity (d) enhance the appearance of land and streetscapes.	DTS/DPF 22.1 Residential development incorporates soft landscaping with a minimum dimension of 700mm provided in accordance with (a) and (b): (a) a total area for the entire development site, including any common property, as determined by the following table: **Site area (or in the case of residential flat building, co-located housing 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	DTS/DPF 23.3 Driveways and access points satisfy (a) or (b):

access and egress while maximising land available for street tree planting, pedestrian movement, domestic waste collection, landscaped street frontages and on-street parking.	(a) sites with a frontage to a public road of 10m or less, have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site (b) sites with a frontage to a public road greater than 10m: (i) have a maximum width of 5m measured at the property boundary and are the only access point provided on the site; (ii) have a width between 3.0 metres and 3.2 metres measured at the property boundary and no more than two access points are provided on site, separated by no less than 1m.
PO 23.4 Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	DTS/DPF 23.4 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 23.5 Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	DTS/DPF 23.5 Driveways are designed and sited so that: (a) the gradient of the driveway does not exceed a grade of 1 in 4 and includes transitions to ensure a maximum grade change of 12.5% (1 in 8) for summit changes, and 15% (1 in 6.7) for sag changes, in accordance with AS 2890.1:2004 to prevent vehicles bottoming or scraping

	(b) the centreline of the driveway has an angle of no less than 70 degrees and no more than 110 degrees from the street boundary to which it takes its access as shown in the following diagram:  (c) if located to provide access from an alley, lane or right of way - the alley, land or right or way is at least 6.2m wide along the boundary of the allotment / site.
PO 23.6 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 23.6 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
Waste storage	
PO 24.1 Provision is made for the convenient storage of waste bins in a location screened from public view.	DTS/DPF 24.1 Where dwellings abut both side boundaries a waste bin storage area is provided behind the building line of each dwelling that: (a) has a minimum area of $2m^2$ with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
Design of Transportable Buildings	
PO 25.1 The sub-floor space beneath transportable buildings is enclosed to give	DTS/DPF 25.1 Buildings satisfy (a) or (b):

the appearance of a permanent structure.	(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	DTS/DPF 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.	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.
Co-located Housing, 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 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	DTS/DPF 35.3 None are applicable.

(b) conveniently located in proximity to dwellings and the waste collection point.	
PO 35.4 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 35.4 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 35.5 Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to accommodate the safe and convenient access, egress and movement of waste collection vehicles.	DTS/DPF 35.5 None are applicable.
PO 35.6 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 35.6 None are applicable.
Water sensitive urban design	
PO 36.1 Residential development creating a common driveway / access includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 36.1 None are applicable.
PO 36.2 Residential development creating a common driveway / access includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 36.2 None are applicable.
Supported Accommodation and retirement facilities	
Siting, Configuration and Design	
PO 37.1 Supported accommodation and housing for aged persons and people with disabilities is located where on-site movement of residents is not unduly restricted by the slope of the land.	DTS/DPF 37.1 None are applicable.
PO 37.2 Universal design features are incorporated to provide options for people living with disabilities or limited mobility and / or to facilitate ageing in place.	DTS/DPF 37.2 None are applicable.
Movement and Access	
PO 38.1 Development is designed to support safe and convenient access and movement for residents by providing: (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	DTS/DPF 39.1 None are applicable.

comfortable indoor and outdoor communal areas to be used by residents and visitors.	
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 located and	DTS/DPF 40.7 None are applicable.

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 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	DTS/DPF 43.1 None are applicable.

(c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) are designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis.	
Laneway Development	
Infrastructure and Access	
PO 44.1 Development with a primary street comprising a laneway, alley, lane, right of way or similar minor thoroughfare only occurs where: (a) existing utility infrastructure and services are capable of accommodating the development (b) the primary street can support access by emergency and regular service vehicles (such as waste collection) (c) it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems) (d) safety of pedestrians or vehicle movement is maintained (e) any necessary grade transition is accommodated within the site of the development to support an appropriate development intensity and orderly development of land fronting minor thoroughfares.	DTS/DPF 44.1 Development with a primary street frontage that is not an alley, lane, right of way or similar public thoroughfare.
Decks	
Design and Siting	
PO 45.1 Decks are designed and sited to: (a) complement the associated building form (b) minimise impacts on the streetscape through siting behind the building line of the principal building (unless on a significant allotment or open space) (c) minimise cut and fill and overall massing when viewed from adjacent land.	DTS/DPF 45.1 Decks: (a) where ancillary to a dwelling: (i) are not constructed, added to or altered so that any part is situated: A. in front of any part of the building line of the dwelling to which it is ancillary or B. within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (ii) are set back at least 900mm from side or rear allotment boundaries (iii) when attached to the dwelling, has a finished floor level consistent with the finished ground floor level of the dwelling (iv) where associated with a residential use, retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (A) or (B), whichever is less: A. a total area is determined by the following table:

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

	<150 | 10% 150-200 | 15% >200-450 | 20% >450 | 25% B. the amount of existing soft landscaping prior to the development occurring. (b) where in association with a non-residential use: (i) are set back at least 2 metres from the boundary of an allotment used for residential purposes. (ii) are set back at least 2 metres from a public road. (iii) have a floor area not exceeding 25m^2 (c) in all cases, has a finished floor level not exceeding 1 metre above natural ground level at any point.
PO 45.2 Decks are designed and sited to minimise direct overlooking of habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones through suitable floor levels, screening and siting taking into account the slope of the subject land, existing vegetation on the subject land, and fencing.	DTS/DPF 45.2 Decks with a finished floor level/s 500mm or more above natural ground level facing side or rear boundaries shared with a residential use in a neighbourhood-type zone incorporate screening with a maximum of 25% transparency/openings, permanently fixed to the outer edge of the deck not less than 1.5 m above the finished floor level/s.
PO 45.3 Decks used for outdoor dining, entertainment or other commercial uses provide carparking in accordance with the primary use of the deck.	DTS/DPF 45.3 Decks used for commercial purposes do not result in less on-site car parking for the primary use of the subject land than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.

Table 1 - Private Open Space

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

	One bedroom dwelling	8m^2 / minimum dimension 2.1m
	Two bedroom dwelling	11m^2 / minimum dimension 2.4m
	Three + bedroom dwelling	15 m^2 / minimum dimension 2.6m

Forestry

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting	
PO 1.1 Commercial forestry plantations are established where there is no detrimental effect on the physical environment or scenic quality of the rural landscape.	DTS/DPF 1.1 None are applicable.
PO 1.2 Commercial forestry plantations are established on slopes that are stable to minimise the risk of soil erosion.	DTS/DPF 1.2 Commercial forestry plantations are not located on land with a slope exceeding 20% (1-in-5).
PO 1.3 Commercial forestry plantations and operations associated with their establishment, management and harvesting are appropriately set back from any sensitive receiver to minimise fire risk and noise disturbance.	DTS/DPF 1.3 Commercial forestry plantations and operations associated with their establishment, management and harvesting are set back 50m or more from any sensitive receiver.
Water Protection	
PO 2.1 Commercial forestry plantations incorporate artificial drainage lines (i.e. culverts, runoffs and constructed drains) integrated with natural drainage lines to minimise concentrated water flows onto or from plantation areas.	DTS/DPF 2.1 None are applicable.
PO 2.2 Appropriate siting, layout and design measures are adopted to minimise the impact of commercial forestry plantations on surface water resources.	DTS/DPF 2.2 Commercial forestry plantations: (a) do not involve cultivation (excluding spot cultivation) in drainage lines

	(b) are set back 20m or more from the banks of any major watercourse (a third order or higher watercourse), lake, reservoir, wetland or sinkhole (with direct connection to an aquifer) (c) are set back 10m or more from the banks of any first or second order watercourse or sinkhole (with no direct connection to an aquifer).
Fire Management	
PO 3.1 Commercial forestry plantations incorporate appropriate firebreaks and fire management design elements.	DTS/DPF 3.1 Commercial forestry plantations provide: (a) 7m or more wide external boundary firebreaks for plantations of 40ha or less (b) 10m or more wide external boundary firebreaks for plantations of between 40ha and 100ha (c) 20m or more wide external boundary firebreaks, or 10m with an additional 10m or more of fuel-reduced plantation, for plantations of 100ha or greater. Note: Firebreaks prescribed above (as well as access tracks) may be included within the setback buffer distances prescribed by other policies of the Code.
PO 3.2 Commercial forestry plantations incorporate appropriate fire management access tracks.	DTS/DPF 3.2 Commercial forestry plantation fire management access tracks: (a) are incorporated within all firebreaks (b) are 7m or more wide with a vertical clearance of 4m or more (c) are aligned to provide straight through access at junctions, or if they are a no through access track are appropriately signposted and provide suitable turnaround areas for fire-fighting vehicles (d) partition the plantation into units of 40ha or less in area.
Power-line Clearances	
PO 4.1 Commercial forestry plantations achieve and maintain appropriate clearances from aboveground powerlines.	DTS/DPF 4.1 Commercial forestry plantations incorporating trees with an expected mature height of greater than 6m meet the clearance requirements listed in the following table:

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

Housing Renewal

Assessment Provisions (AP)

The Housing Renewal General Development Policies are only applicable to dwellings or residential flat building undertaken by:

(a) the South Australian Housing Trust either individually or jointly with other persons or bodies
or
(b) a provider registered under the Community Housing National Law participating in a program relating to the renewal of housing endorsed by the South Australian Housing Trust.

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Residential development provides a range of housing choices.	DTS/DPF 1.1 Development comprises one or more of the following: (a) detached dwellings (b) semi-detached dwellings (c) row dwellings (d) group dwellings (e) residential flat buildings.
PO 1.2 Medium-density housing options or higher are located in close proximity to public transit, open space and/or activity centres.	DTS/DPF 1.2 None are applicable.
Building Height	
PO 2.1 Buildings generally do not exceed 3 building levels unless in locations close to public transport, centres and/or open space.	DTS/DPF 2.1 Building height (excluding garages, carports and outbuildings) does not exceed 3 building levels and 12m and wall height does not exceed 9m (not including a gable end).
PO 2.2 Medium or high rise residential flat buildings located within or at the interface with zones which restrict heights to a maximum of 2 building levels transition down in scale and height towards the boundary of that zone, other than where it is a street boundary.	DTS/DPF 2.2 None are applicable.
Primary Street Setback	
PO 3.1 Buildings are set back from the primary street boundary to contribute to an attractive streetscape character.	DTS/DPF 3.1 Buildings are no closer to the primary street (excluding any balcony, verandah, porch, awning or similar structure) than 3m.
Secondary Street Setback	
PO 4.1	DTS/DPF 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.	Buildings are set back at least 900mm from the boundary of the allotment with a secondary street frontage.
Boundary Walls	
PO 5.1 Boundary walls are limited in height and length to manage visual impacts and access to natural light and ventilation.	DTS/DPF 5.1 Except where the dwelling is located on a central site within a row dwelling or terrace arrangement, dwellings with side boundary walls are sited on only one side boundary and satisfy (a) or (b): (a) adjoin or abut a boundary wall of a building on adjoining land for the same length and height (b) do not: (i) exceed 3.2m in height from the lower of the natural or finished ground level (ii) exceed 11.5m in length (iii) when combined with other walls on the boundary of the subject development site, a maximum 45% of the length of the boundary (iv) encroach within 3 metres of any other existing or proposed boundary walls on the subject land.
PO 5.2 Dwellings in a semi-detached, row or terrace arrangement maintain space between buildings consistent with a suburban streetscape character.	DTS/DPF 5.2 Dwellings in a semi-detached or row arrangement are set back 900mm or more from side boundaries shared with allotments outside the development site, except for a carport or garage.
Side Boundary Setback	
PO 6.1 Buildings are set back from side boundaries to provide: (a) separation between dwellings in a way that contributes to a suburban character (b) access to natural light and ventilation for neighbours.	DTS/DPF 6.1 Other than walls located on a side boundary, buildings are set back from side boundaries in accordance with the following: (a) where the wall height does not exceed 3m - at least 900mm (b) for a wall that is not south facing and the wall height exceeds 3m - at least 900mm from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the top of the footings (c) for a wall that is south facing and the wall height exceeds 3m - at least 1.9m from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the top of the footings.
Rear Boundary Setback	
PO 7.1 Buildings are set back from rear boundaries to provide: (a) separation between dwellings in a way that contributes to a suburban character (b) access to natural light and ventilation for neighbours (c) private open space (d) space for landscaping and vegetation.	DTS/DPF 7.1 Dwellings are set back from the rear boundary: (a) 3m or more for the first building level (b) 5m or more for any subsequent building level.
Buildings elevation design	
PO 8.1 Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and common driveway areas.	DTS/DPF 8.1 Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the following design features within the building elevation facing any other public road (other than a laneway) or a common driveway:

	(a) a minimum of 30% of the building elevation is set back an additional 300mm from the building line (b) a porch or portico projects at least 1m from the building elevation (c) a balcony projects from the building elevation (d) a verandah projects at least 1m from the building elevation (e) eaves of a minimum 400mm width extend along the width of the front elevation (f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm. (g) a minimum of two different materials or finishes are incorporated on the walls of the building elevation, with a maximum of 80% of the building elevation in a single material or finish.
PO 8.2 Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	DTS/DPF 8.2 Each dwelling with a frontage to a public street: (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least $2m^2$ facing the primary street
PO 8.3 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 8.3 None are applicable.
PO 8.4 Built form considers local context and provides a quality design response through scale, massing, materials, colours and architectural expression.	DTS/DPF 8.4 None are applicable.
PO 8.5 Entrances to multi-storey buildings are: (a) oriented towards the street (b) visible and easily identifiable from the street (c) designed to include a common mail box structure.	DTS/DPF 8.5 None are applicable.
Outlook and amenity	
PO 9.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.	DTS/DPF 9.1 A living room of a dwelling incorporates a window with an external outlook towards the street frontage or private open space.
PO 9.2 Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.	DTS/DPF 9.2 None are applicable.
Private Open Space	
PO 10.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 10.1 Private open space is provided in accordance with the following table:

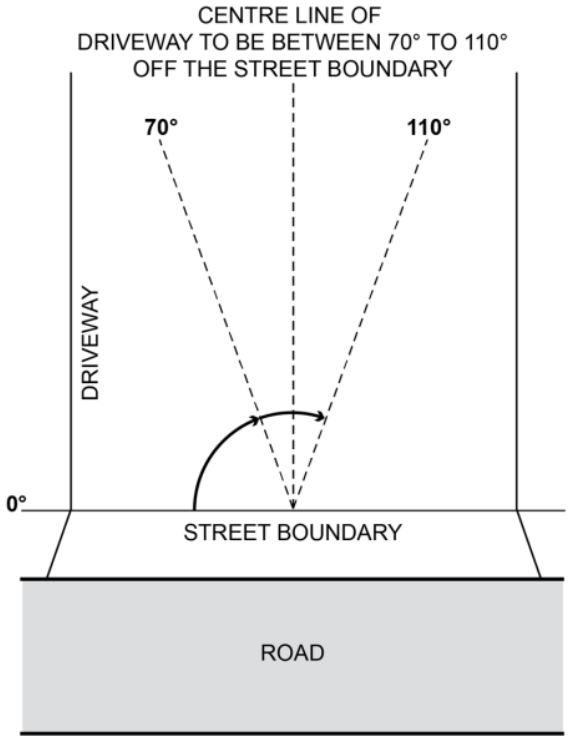
Dwelling Type	Dwelling / Site Configuration	Minimum Rate

	Dwelling (at ground level)		Total area: 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) (m2) / Minimum percentage of site <150 / 10% <200 / 15% 200-450 / 20% >450 / 25% (b) at least 30% of land between the road boundary and the building line.
Water Sensitive Design	
PO 13.1 Residential development is designed to capture and use stormwater to: (a) maximise efficient use of water resources (b) manage peak stormwater runoff flows and volume to ensure the carrying capacities of downstream systems are not overloaded (c) manage runoff quality to maintain, as close as practical, pre-development conditions.	DTS/DPF 13.1 None are applicable.
Car Parking	
PO 14.1 On-site car parking is provided to meet the anticipated demand of residents, with less on-site parking in areas in close proximity to public transport.	DTS/DPF 14.1 On-site car parking is provided at the following rates per dwelling: (a) 2 or fewer bedrooms - 1 car parking space (b) 3 or more bedrooms - 2 car parking spaces.
PO 14.2 Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.	DTS/DPF 14.2 Residential parking spaces enclosed by fencing, walls or other obstructions with the following internal dimensions (separate from any waste storage area): (a) single parking spaces: (i) a minimum length of 5.4m (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double parking spaces (side by side): (i) a minimum length of 5.4m (ii) a minimum width of 5.5m (iii) minimum garage door width of 2.4m per space.
PO 14.3 Uncovered car parking spaces are of dimensions to be functional, accessible and convenient.	DTS/DPF 14.3 Uncovered car parking spaces have: (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.

PO 14.4 Residential flat buildings and group dwelling developments provide sufficient on-site visitor car parking to cater for anticipated demand.	DTS/DPF 14.4 Visitor car parking for group and residential flat buildings incorporating 4 or more dwellings is provided on-site at a minimum ratio of 0.25 car parking spaces per dwelling.
PO 14.5 Residential flat buildings provide dedicated areas for bicycle parking.	DTS/DPF 14.5 Residential flat buildings provide one bicycle parking space per dwelling.
Overshadowing	
PO 15.1 Development minimises overshadowing of the private open spaces of adjoining land by ensuring that ground level open space associated with residential buildings receive direct sunlight for a minimum of 2 hours between 9am and 3pm on 21 June.	DTS/DPF 15.1 None are applicable.
Waste	
PO 16.1 Provision is made for the convenient storage of waste bins in a location screened from public view.	DTS/DPF 16.1 A waste bin storage area is provided behind the primary building line that: (a) has a minimum area of $2m^2$ with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space).; and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
PO 16.2 Residential flat buildings provide a dedicated area for the on-site storage of waste which is: (a) easily and safely accessible for residents and for collection vehicles (b) screened from adjoining land and public roads (c) of sufficient dimensions to be able to accommodate the waste storage needs of the development considering the intensity and nature of the development and the frequency of collection.	DTS/DPF 16.2 None are applicable.
Vehicle Access	
PO 17.1 Driveways are located and designed to facilitate safe access and egress while maximising land available for street tree planting, landscaped street frontages and on-street parking.	DTS/DPF 17.1 None are applicable.
PO 17.2 Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	DTS/DPF 17.2 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance

	(iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 17.3 Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	DTS/DPF 17.3 Driveways are designed and sited so that: (a) the gradient of the driveway does not exceed a grade of 1 in 4 and includes transitions to ensure a maximum grade change of 12.5% (1 in 8) for summit changes, and 15% (1 in 6.7) for sag changes, in accordance with AS 2890.1:2004 to prevent vehicles bottoming or scraping (b) the centreline of the driveway has an angle of no less than 70 degrees and no more than 110 degrees from the street boundary to which it takes its access as shown in the following diagram:  (c) if located to provide access from an alley, lane or right of way - the alley, land or right or way is at least 6.2m wide along the boundary of the allotment / site.
PO 17.4 Driveways and access points are designed and distributed to optimise the provision of on-street parking.	DTS/DPF 17.4 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
PO 17.5 Residential driveways that service more than one dwelling of a dimension to allow safe and convenient movement.	DTS/DPF 17.5 Driveways that service more than 1 dwelling or a dwelling on a battle-axe site: (a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings:

	(i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street (ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.
PO 17.6 Residential driveways that service more than one dwelling are designed to allow passenger vehicles to enter and exit the site and manoeuvre within the site in a safe and convenient manner.	DTS/DPF 17.6 Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre
PO 17.7 Dwellings are adequately separated from common driveways and manoeuvring areas.	DTS/DPF 17.7 Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.
Storage	
PO 18.1 Dwellings are provided with sufficient and accessible space for storage to meet likely occupant needs.	DTS/DPF 18.1 Dwellings are provided with storage at the following rates and 50% or more of the storage volume is provided within the dwelling: (a) studio: not less than $6m^3$ (b) 1 bedroom dwelling / apartment: not less than $8m^3$ (c) 2 bedroom dwelling / apartment: not less than $10m^3$ (d) 3+ bedroom dwelling / apartment: not less than $12m^3$.
Earthworks	
PO 19.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 19.1 The development does not involve: (a) excavation exceeding a vertical height of 1m or (b) filling exceeding a vertical height of 1m or (c) a total combined excavation and filling vertical height exceeding 2m.
Service connections and infrastructure	
PO 20.1 Dwellings are provided with appropriate service connections and infrastructure.	DTS/DPF 20.1 The site and building: (a) have the ability to be connected to a permanent potable water supply (b) have the ability to be connected to a sewerage system, or a wastewater system approved under the *South Australian Public Health Act 2011* (c) have the ability to be connected to electricity supply (d) have the ability to be connected to an adequate water supply (and pressure) for fire-fighting purposes (e) would not be contrary to the Regulations prescribed for the purposes of Section 86 of the *Electricity Act 1996*.
Site contamination	
PO 21.1 Land that is suitable for sensitive land uses to provide a safe environment.	DTS/DPF 21.1 Development satisfies (a), (b), (c) or (d): (a) does not involve a change in the use of land (b) involves a change in the use of land that does not constitute a change to a more sensitive use

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

Infrastructure and Renewable Energy Facilities

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General	
PO 1.1 Development is located and designed to minimise hazard or nuisance to adjacent development and land uses.	DTS/DPF 1.1 None are applicable.
Visual Amenity	
PO 2.1	DTS/DPF 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.	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:	DTS/DPF 5.1 None are applicable.

(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.	
PO 5.2 Electricity supply (excluding transmission lines) serving new development in urban areas and townships installed underground, excluding lines having a capacity exceeding or equal to 33kV.	DTS/DPF 5.2 None are applicable.
PO 5.3 Battery storage facilities are co-located with substation infrastructure where practicable to minimise the development footprint and reduce environmental impacts.	DTS/DPF 5.3 None are applicable.
Telecommunication Facilities	
PO 6.1 The proliferation of telecommunications facilities in the form of towers/monopoles in any one locality is managed, where technically feasible, by co-locating a facility with other communications facilities to mitigate impacts from clutter on visual amenity.	DTS/DPF 6.1 None are applicable.
PO 6.2 Telecommunications antennae are located as close as practicable to support structures to manage overall bulk and mitigate impacts on visual amenity.	DTS/DPF 6.2 None are applicable.
PO 6.3 Telecommunications facilities, particularly towers/monopoles, are located and sized to mitigate visual impacts by the following methods: (a) where technically feasible, incorporating the facility within an existing structure that may serve another purpose or all of the following: (b) using existing buildings and landscape features to obscure or interrupt views of a facility from nearby public roads, residential areas and places of high public amenity to the extent practical without unduly hindering the effective provision of telecommunications services (c) using materials and finishes that complement the environment (d) screening using landscaping and vegetation, particularly for equipment shelters and huts.	DTS/DPF 6.3 None are applicable.
Renewable Energy Facilities	
PO 7.1 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:

	<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></table> 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	DTS/DPF 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.	A dwelling is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the requirements of the development. Where this is not available it is serviced by a rainwater tank or tanks capable of holding at least 50,000 litres of water which is: (a) exclusively for domestic use (b) connected to the roof drainage system of the dwelling.
Wastewater Services	
PO 12.1 Development is connected to an approved common wastewater disposal service with the capacity to meet the requirements of the intended use. Where this is not available an appropriate on-site service is provided to meet the ongoing requirements of the intended use in accordance with the following: (a) it is wholly located and contained within the allotment of the development it will service (b) in areas where there is a high risk of contamination of surface, ground, or marine water resources from on-site disposal of liquid wastes, disposal systems are included to minimise the risk of pollution to those water resources (c) septic tank effluent drainage fields and other wastewater disposal areas are located away from watercourses and flood prone, sloping, saline or poorly drained land to minimise environmental harm.	DTS/DPF 12.1 Development is connected, or will be connected, to an approved common wastewater disposal service with the capacity to meet the requirements of the development. Where this is not available it is instead capable of being serviced by an on-site waste water treatment system in accordance with the following: (a) the system is wholly located and contained within the allotment of development it will service; and (b) the system will comply with the requirements of the South Australian Public Health Act 2011.
PO 12.2 Effluent drainage fields and other wastewater disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	DTS/DPF 12.2 Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.
Temporary Facilities	
PO 13.1 In rural and remote locations, development that is likely to generate significant waste material during construction, including packaging waste, makes provision for a temporary on-site waste storage enclosure to minimise the incidence of wind-blown litter.	DTS/DPF 13.1 A waste collection and disposal service is used to dispose of the volume of waste at the rate it is generated.
PO 13.2 Temporary facilities to support the establishment of renewable energy facilities (including borrow pits, concrete batching plants, laydown, storage, access roads and worker amenity areas) are sited and operated to minimise environmental impact.	DTS/DPF 13.2 None are applicable.

Intensive Animal Husbandry and Dairies

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

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 / 7am to 9pm, Monday to Friday

	or combination of the following: (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone	8am to 5pm, Saturday and Sunday

Overshadowing	
PO 3.1 Overshadowing of habitable room windows of adjacent residential land uses in: a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	DTS/DPF 3.1 North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.
PO 3.2 Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in: a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	DTS/DPF 3.2 Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following: a. for ground level private open space, the smaller of the following: i. half the existing ground level open space or ii. 35m2 of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m) b. for ground level communal open space, at least half of the existing ground level open space.
PO 3.3 Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account: (a) the form of development contemplated in the zone (b) the orientation of the solar energy facilities (c) the extent to which the solar energy facilities are already overshadowed.	DTS/DPF 3.3 None are applicable.
PO 3.4 Development that incorporates moving parts, including windmills and wind farms, are located and operated to not cause unreasonable nuisance to nearby dwellings and tourist accommodation caused by shadow flicker.	DTS/DPF 3.4 None are applicable.
Activities Generating Noise or Vibration	
PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Commercial and Industrial Noise) Policy criteria.
PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and	DTS/DPF 4.2 None are applicable.

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.	
PO 4.3 Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa are positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.3 The pump and/or filtration system ancillary to a dwelling erected on the same site is: (a) enclosed in a solid acoustic structure located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
PO 4.4 External noise into bedrooms is minimised by separating or shielding these rooms from service equipment areas and fixed noise sources located on the same or an adjoining allotment.	DTS/DPF 4.4 Adjacent land is used for residential purposes.
PO 4.5 Outdoor areas associated with licensed premises (such as beer gardens or dining areas) are designed and/or sited to not cause unreasonable noise impact on existing adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.5 None are applicable.
PO 4.6 Development incorporating music achieves suitable acoustic amenity when measured at the boundary of an adjacent sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers.	DTS/DPF 4.6 Development incorporating music includes noise attenuation measures that will achieve the following noise levels: **Assessment location** / **Music noise level** Externally at the nearest existing or envisaged noise sensitive location / Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum (LOCT10,15 < LOCT90,15 + 8dB)
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:	DTS/DPF 5.2 None are applicable.

(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.	
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	DTS/DPF 9.5 Sensitive receivers are located away from the boundary of a site used

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.	for the handling, transportation and/or storage of bulk commodities in other ownership in accordance with the following: (a) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility (b) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals at a wharf or wharf side facility (including sea-port grain terminals) where the handling of these materials into or from vessels does not exceed 100 tonnes per day (c) 500m or more, where it involves the storage of bulk petroleum in individual containers with a capacity up to 200 litres and a total on-site storage capacity not exceeding 1000 cubic metres (d) 500m or more, where it involves the handling of coal with a capacity up to 1 tonne per day or a storage capacity up to 50 tonnes (e) 1000m or more, where it involves the handling of coal with a capacity exceeding 1 tonne per day but not exceeding 100 tonnes per day or a storage capacity exceeding 50 tonnes but not exceeding 5000 tonnes.
PO 9.6 Setbacks and vegetation plantings along allotment boundaries should be incorporated to mitigate the potential impacts of spray drift and other impacts associated with agricultural and horticultural activities.	DTS/DPF 9.6 None are applicable.
PO 9.7 Urban development does not prejudice existing agricultural and horticultural activities through appropriate separation and design techniques.	DTS/DPF 9.7 None are applicable.
Interface with Mines and Quarries (Rural and Remote Areas)	
PO 10.1 Sensitive receivers are separated from existing mines to minimise the adverse impacts from noise, dust and vibration.	DTS/DPF 10.1 Sensitive receivers are located no closer than 500m from the boundary of a Mining Production Tenement under the *Mining Act 1971.*

Land Division

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All land division	
Allotment configuration	
PO 1.1 Land division creates allotments suitable for their intended use.	DTS/DPF 1.1 Division of land satisfies (a) or (b): (a) reflects the site boundaries illustrated and approved in an operative or existing development authorisation for residential development under the *Development Act 1993* or *Planning, Development and Infrastructure Act 2016* where the allotments are used or are proposed to be used solely for residential purposes (b) is proposed as part of a combined land division application with deemed-to-satisfy dwellings on the proposed allotments.
PO 1.2 Land division considers the physical characteristics of the land, preservation of environmental and cultural features of value and the prevailing context of the locality.	DTS/DPF 1.2 None are applicable.
Design and Layout	
PO 2.1 Land division results in a pattern of development that minimises the likelihood of future earthworks and retaining walls.	DTS/DPF 2.1 None are applicable.
PO 2.2 Land division enables the appropriate management of interface impacts between potentially conflicting land uses and/or zones.	DTS/DPF 2.2 None are applicable.
PO 2.3 Land division maximises the number of allotments that face public open space and public streets.	DTS/DPF 2.3 None are applicable.
PO 2.4 Land division is integrated with site features, adjacent land uses, the existing transport network and available infrastructure.	DTS/DPF 2.4 None are applicable.
PO 2.5 Development and infrastructure is provided and staged in a manner that supports an orderly and economic provision of land, infrastructure and services.	DTS/DPF 2.5 None are applicable.
PO 2.6 Land division results in watercourses being retained within open space and development taking place on land not subject to flooding.	DTS/DPF 2.6 None are applicable.
PO 2.7 Land division results in legible street patterns connected to the surrounding street 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	DTS/DPF 3.1 None are applicable.

road.	
PO 3.2 Street patterns and intersections are designed to enable the safe and efficient movement of pedestrian, cycle and vehicular traffic.	DTS/DPF 3.2 None are applicable.
PO 3.3 Land division does not impede access to publicly owned open space and/or recreation facilities.	DTS/DPF 3.3 None are applicable.
PO 3.4 Road reserves provide for safe and convenient movement and parking of projected volumes of vehicles and allow for the efficient movement of service and emergency vehicles.	DTS/DPF 3.4 None are applicable.
PO 3.5 Road reserves are designed to accommodate pedestrian and cycling infrastructure, street tree planting, landscaping and street furniture.	DTS/DPF 3.5 None are applicable.
PO 3.6 Road reserves accommodate stormwater drainage and public utilities.	DTS/DPF 3.6 None are applicable.
PO 3.7 Road reserves provide unobstructed vehicular access and egress to and from individual allotments and sites.	DTS/DPF 3.7 None are applicable.
PO 3.8 Roads, open space and thoroughfares provide safe and convenient linkages to the surrounding open space and transport network.	DTS/DPF 3.8 None are applicable.
PO 3.9 Public streets are designed to enable tree planting to provide shade and enhance the amenity of streetscapes.	DTS/DPF 3.9 None are applicable.
PO 3.10 Local streets are designed to create low-speed environments that are safe for cyclists and pedestrians.	DTS/DPF 3.10 None are applicable.
Infrastructure	
PO 4.1 Land division incorporates public utility services within road reserves or dedicated easements.	DTS/DPF 4.1 None are applicable.
PO 4.2 Waste water, sewage and other effluent is capable of being disposed of from each allotment without risk to public health or the environment.	DTS/DPF 4.2 Each allotment can be connected to: (a) a waste water treatment plant that has the hydraulic volume and pollutant load treatment and disposal capacity for the maximum predicted wastewater volume generated by subsequent development of the proposed allotment or (b) a form of on-site waste water treatment and disposal that meets relevant public health and environmental standards.
PO 4.3 Septic tank effluent drainage fields and other waste water disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	DTS/DPF 4.3 Development is not built on, or encroaches within, an area that is or will be, required for a sewerage system or waste control system.

PO 4.4 Constructed wetland systems, including associated detention and retention basins, are sited and designed to ensure public health and safety is protected, including by minimising potential public health risks arising from the breeding of mosquitoes.	DTS/DPF 4.4 None are applicable.
PO 4.5 Constructed wetland systems, including associated detention and retention basins, are sited and designed to allow sediments to settle prior to discharge into watercourses or the marine environment.	DTS/DPF 4.5 None are applicable.
PO 4.6 Constructed wetland systems, including associated detention and retention basins, are sited and designed to function as a landscape feature.	DTS/DPF 4.6 None are applicable.
Minor Land Division (Under 20 Allotments)	
Open Space	
PO 5.1 Land division proposing an additional allotment under 1 hectare provides or supports the provision of open space.	DTS/DPF 5.1 None are applicable.
Solar Orientation	
PO 6.1 Land division for residential purposes facilitates solar access through allotment orientation.	DTS/DPF 6.1 None are applicable.
Water Sensitive Design	
PO 7.1 Land division creating a new road or common driveway includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 7.1 None are applicable.
PO 7.2 Land division designed to mitigate peak flows and manage the 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	DTS/DPF 8.4

Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.	Battle-axe or common driveways satisfy (a) and (b): (a) are constructed of a minimum of 50% permeable or porous material (b) where the driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the driveway and site boundary (excluding along the perimeter of a passing point).
Major Land Division (20+ Allotments)	
Open Space	
PO 9.1 Land division allocates or retains evenly distributed, high quality areas of open space to improve residential amenity and provide urban heat amelioration.	DTS/DPF 9.1 None are applicable.
PO 9.2 Land allocated for open space is suitable for its intended active and passive recreational use considering gradient and potential for inundation.	DTS/DPF 9.2 None are applicable.
PO 9.3 Land allocated for active recreation has dimensions capable of accommodating a range of active recreational activities.	DTS/DPF 9.3 None are applicable.
Water Sensitive Design	
PO 10.1 Land division creating 20 or more allotments includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 10.1 None are applicable.
PO 10.2 Land division creating 20 or more allotments includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 10.2 None are applicable.
Solar Orientation	
PO 11.1 Land division creating 20 or more allotments for residential purposes facilitates solar access through allotment orientation and allotment dimensions.	DTS/DPF 11.1 None are applicable.

Marinas and On-Water Structures

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

Open Space and Recreation

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Recreation facilities are compatible with surrounding land uses and activities.	DTS/DPF 1.1 None are applicable.
PO 1.2 Open space areas include natural or landscaped areas using locally indigenous plant species and large trees.	DTS/DPF 1.2 None are applicable.
Design and Siting	
PO 2.1 Open space and recreation facilities address adjacent public roads to optimise pedestrian access and visibility.	DTS/DPF 2.1 None are applicable.
PO 2.2 Open space and recreation facilities incorporate park furniture, shaded areas and resting places.	DTS/DPF 2.2 None are applicable.
PO 2.3 Open space and recreation facilities link habitats, wildlife corridors and existing open spaces and recreation facilities.	DTS/DPF 2.3 None are applicable.
Pedestrians and Cyclists	
PO 3.1 Open space incorporates: (a) pedestrian and cycle linkages to other open spaces, centres, schools and public transport nodes; (b) safe crossing points where pedestrian routes intersect the road network; (c) easily identified access points.	DTS/DPF 3.1 None are applicable.
Usability	
PO 4.1 Land allocated for open space is suitable for its intended active and passive recreational use taking into consideration its gradient and potential for inundation.	DTS/DPF 4.1 None are applicable.
Safety and Security	
PO 5.1 Open space is overlooked by housing, commercial or other development to provide casual surveillance where possible.	DTS/DPF 5.1 None are applicable.
PO 5.2 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	DTS/DPF 8.3 None are applicable.

facilitates biodiversity.	
PO 8.4 Landscaping including trees and other vegetation passively watered with local rainfall run-off, where practicable.	DTS/DPF 8.4 None are applicable.

Out of Activity Centre Development

Assessment Provisions (AP)

Desired Outcome (DO)

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

Performance Outcomes and Deemed to Satisfy / Designated Performance Outcome Criteria

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

Resource Extraction

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

Site Contamination

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Ensure land is suitable for use when land use changes to a more sensitive use.	DTS/DPF 1.1 Development satisfies (a), (b), (c) or (d): (a) does not involve a change in the use of land (b) involves a change in the use of land that does not constitute a change to a more sensitive use (c) involves a change in the use of land to a more sensitive use on land at which site contamination is unlikely to exist (as demonstrated in a site contamination declaration form)

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

Tourism Development

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General	
PO 1.1 Tourism development complements and contributes to local, natural, cultural or historical context where: (a) it supports immersive natural experiences (b) it showcases South Australia's landscapes and produce (c) its events and functions are connected to local food, wine and nature.	DTS/DPF 1.1 None are applicable.
PO 1.2	DTS/DPF 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.	None are applicable.
Caravan and Tourist Parks	
PO 2.1 Potential conflicts between long-term residents and short-term tourists are minimised through suitable siting and design measures.	DTS/DPF 2.1 None are applicable.
PO 2.2 Occupants are provided privacy and amenity through landscaping and fencing.	DTS/DPF 2.2 None are applicable.
PO 2.3 Communal open space and centrally located recreation facilities are provided for guests and visitors.	DTS/DPF 2.3 12.5% or more of a caravan park comprises clearly defined communal open space, landscaped areas and areas for recreation.
PO 2.4 Perimeter landscaping is used to enhance the amenity of the locality.	DTS/DPF 2.4 None are applicable.
PO 2.5 Amenity blocks (showers, toilets, laundry and kitchen facilities) are sufficient to serve the full occupancy of the development.	DTS/DPF 2.5 None are applicable.
PO 2.6 Long-term occupation does not displace tourist accommodation, particularly in important tourist destinations such as coastal and riverine locations.	DTS/DPF 2.6 None are applicable.
Tourist accommodation in areas constituted under the National Parks and Wildlife Act 1972	
PO 3.1 Tourist accommodation avoids delicate or environmentally sensitive areas such as sand dunes, cliff tops, estuaries, wetlands or substantially intact strata of native vegetation (including regenerated areas of native vegetation lost through bushfire).	DTS/DPF 3.1 None are applicable.
PO 3.2 Tourist accommodation is sited and designed in a manner that is subservient to the natural environment and where adverse impacts on natural features, landscapes, habitats and cultural assets are avoided.	DTS/DPF 3.2 None are applicable.
PO 3.3 Tourist accommodation and recreational facilities, including associated access ways and ancillary structures, are located on cleared (other than where cleared as a result of bushfire) or degraded areas or where environmental improvements can be achieved.	DTS/DPF 3.3 None are applicable.
PO 3.4 Tourist accommodation is designed to prevent conversion to private dwellings through: (a) comprising a minimum of 10 accommodation units (b) clustering separated individual accommodation units (c) being of a size unsuitable for a private dwelling (d) ensuring functional areas that are generally associated with a private dwelling such as kitchens and laundries are excluded from, or physically separated from individual accommodation units, or are of a size unsuitable for a private dwelling.	DTS/DPF 3.4 None are applicable.

Transport, Access and Parking

Assessment Provisions (AP)

Desired Outcome (DO)

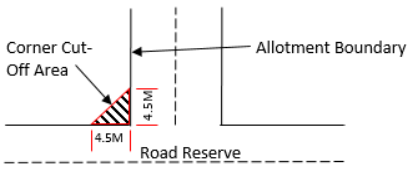
Desired Outcome	
DO 1	A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Movement Systems	
PO 1.1 Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.	DTS/DPF 1.2 None are applicable.
PO 1.3 Industrial, commercial and service vehicle movements, loading areas and designated parking spaces are separated from passenger vehicle car parking areas to ensure efficient and safe movement and minimise potential conflict.	DTS/DPF 1.3 None are applicable.
PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	DTS/DPF 1.4 All vehicle manoeuvring occurs onsite.
Sightlines	
PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.	DTS/DPF 2.1 None are applicable.
PO 2.2 Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.	DTS/DPF 2.2 None are applicable.
Vehicle Access	
PO 3.1	DTS/DPF 3.1

Safe and convenient access minimises impact or interruption on the operation of public roads.	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 2 - Off-Street Vehicle Parking Requirements in Designated Areas if the development is a class of development listed in Table 2 and the site is in a Designated Area (b) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements where (a) does not apply (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.
Vehicle Parking Areas	
PO 6.1 Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.	DTS/DPF 6.1 Movement between vehicle parking areas within the site can occur without the need to use a public road.
PO 6.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.	DTS/DPF 6.2 None are applicable.
PO 6.3 Vehicle parking areas are designed to provide opportunity for integration and shared-use of adjacent car parking areas to reduce the total extent of vehicle parking areas and access points.	DTS/DPF 6.3 None are applicable.
PO 6.4 Pedestrian linkages between parking areas and the development are provided and are safe and convenient.	DTS/DPF 6.4 None are applicable.
PO 6.5 Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.	DTS/DPF 6.5 None are applicable.
PO 6.6	DTS/DPF 6.6

Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.	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: 
Heavy Vehicle Parking	
PO 11.1 Heavy vehicle parking and access is designed and sited so that the	DTS/DPF 11.1 Heavy vehicle parking occurs in accordance with the following:

activity does not result in nuisance to adjoining neighbours as a result of dust, fumes, vibration, odour or potentially hazardous loads.	(a) the site is not located within a Neighbourhood-type zone (except a Rural Living Zone) (b) the site is a minimum of 0.4 ha (c) where the site is 2 ha or more, no more than 2 vehicles exceeding 3,000 kilograms each (and trailers) are to be parked on the allotment at any time (d) where the site is between 0.4 ha and 2 ha, only one vehicle exceeding 3,000 kilograms (and one trailer) are to be parking on the allotment at any time (e) the vehicle parking area achieves the following setbacks: (i) behind the building line or 30m, whichever is greater (ii) 20m from the secondary street if it is a State Maintained Road (iii) 10m from the secondary street if it is a local road (iv) 10m from side and rear boundaries (f) parking and access areas (including internal driveways) should be sealed or have a surface that can be treated and maintained to minimise dust and mud nuisance (g) does not include refrigerated trailers or vehicles (h) vehicles only enter and exit the property in accordance with the following hours: (i) Monday to Saturday 6:00am and 9:30pm (ii) Sunday and public holidays between 9:30 am and 7:00 pm (i) the handling or trans-shipment of freight is not carried out on the property.
PO 11.2 Heavy vehicle parking ensures that vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.	DTS/DPF 11.2 Heavy vehicles: (a) can enter and exit the site in a forward direction; and (b) operate within the statutory mass and dimension limited for General Access Vehicles (as prescribed by the National Heavy Vehicle Regulator).
PO 11.3 Heavy vehicle parking is screened through siting behind buildings, screening, landscaping or the like to obscure views from adjoining properties and public roads.	DTS/DPF 11.3 None are applicable.

Table 1 - General Off-Street Car Parking Requirements

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

Class of Development	Car Parking Rate (unless varied by Table 2 onwards) Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.
Residential Development	
Co-located Housing	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling to be located in a shared car parking area / arrangement. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling to be located in a shared car parking area / arrangement. Where development involves 3 or more dwellings, 0.33 spaces per

	dwelling for visitor parking to be located in a shared car parking area / arrangement.
Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Group Dwelling	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Residential Flat Building	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Row Dwelling where vehicle access is from the primary street	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Semi-Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Aged / Supported Accommodation	
Retirement facility	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Supported accommodation	0.3 spaces per bed.
Residential Development (Other)	
Ancillary accommodation	No additional requirements beyond those associated with the main dwelling.
Residential park	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Student accommodation	0.3 spaces per bed.
Workers' accommodation	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.
Tourist	
Caravan and tourist park	Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation. Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation. A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.
Tourist accommodation other than a caravan and tourist park	1 car parking space per accommodation unit / guest room.
Commercial Uses	

Auction room/ depot	1 space per 100m2 of building floor area plus an additional 2 spaces.
Automotive collision repair	3 spaces per service bay.
Motor repair station	3 spaces per service bay.
Office	For a call centre, 8 spaces per 100m2 of gross leasable floor area In all other cases, 4 spaces per 100m2 of gross leasable floor area.
Retail fuel outlet	3 spaces per 100m2 gross leasable floor area.
Service trade premises	2.5 spaces per 100m2 of gross leasable floor area 1 space per 100m2 of outdoor area used for display purposes.
Shop (no commercial kitchen)	5.5 spaces per 100m2 of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared. 5 spaces per 100m2 of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.
Shop (in the form of a bulky goods outlet)	2.5 spaces per 100m2 of gross leasable floor area.
Shop (in the form of a restaurant or involving a commercial kitchen)	Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat. Premises with take-away service but with no seats - 12 spaces per 100m2 of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point. Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-up point.
Community and Civic Uses	
Community facility	For a library, 4 spaces per 100m2 of total floor area. For a hall/meeting hall, 0.2 spaces per seat. In all other cases, 10 spaces per 100m2 of total floor area.
Educational facility	For a primary school - 1.1 space per full time equivalent employee plus 0.25 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a secondary school - 1.1 per full time equivalent employee plus 0.1 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any time.
Place of worship	1 space for every 3 visitor seats.
Child care facility	For a child care centre, 0.25 spaces per child In all other cases, 1 per employee plus 0.25 per child (drop off/pick up bays).
Health Related Uses	
Consulting room	4 spaces per consulting room excluding ancillary facilities.
Hospital	4.5 spaces per bed for a public hospital. 1.5 spaces per bed for a private hospital.
Recreational and Entertainment Uses	
Cinema complex	0.2 spaces per seat.
Concert hall / theatre	0.2 spaces per seat.
Hotel	1 space for every 2m2 of total floor area in a public bar plus 1 space for every 6m2 of total floor area available to the public in a lounge, beer garden plus 1 space per 2 gaming machines, plus 1 space per 3 seats in a restaurant.
Indoor recreation facility	6.5 spaces per 100m2 of total floor area for a Fitness Centre

	4.5 spaces per 100m2 of total floor area for all other Indoor recreation facilities.
Industry/Employment Uses	
Fuel depot	1.5 spaces per 100m2 total floor area 1 spaces per 100m2 of outdoor area used for fuel depot activity purposes.
Industry	1.5 spaces per 100m2 of total floor area.
Store	0.5 spaces per 100m2 of total floor area.
Timber yard	1.5 spaces per 100m2 of total floor area 1 space per 100m2 of outdoor area used for display purposes.
Warehouse	0.5 spaces per 100m2 total floor area.
Other Uses	
Funeral Parlour	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.
Radio or Television Station	5 spaces per 100m2 of total building floor area.

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

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

In the area identified in Concept Plan 152 Brompton Gasworks, car parking can be provided in a consolidated manner for that precinct rather than on a development-by-development basis

Class of Development	Car Parking Rate Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.		Designated Areas
	Minimum number of spaces	Maximum number of spaces	
Development generally			
All classes of development	No minimum.	No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is: 1 space for each dwelling with a total floor area less than 75 square metres 2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres 3 spaces for each dwelling with a total floor area greater than 150 square metres. Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.	Capital City Zone City Main Street Zone City Riverbank Zone Adelaide Park Lands Zone Business Neighbourhood Zone (within the City of Adelaide) The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone
Non-residential development			
Non-residential development excluding tourist accommodation	3 spaces per 100m2 of gross leasable floor area.	5 spaces per 100m2 of gross leasable floor area.	City Living Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden, Brompton or Hindmarsh)
Non-residential development excluding tourist accommodation	3 spaces per 100m2 of gross leasable floor area.	6 spaces per 100m2 of gross leasable floor area.	Strategic Innovation Zone in the City of Burnside, City of Marion or

			City of Mitcham Strategic Innovation Zone outside the City of Burnside, City of Marion or City of Mitcham when the site is also in a high frequency public transit area Suburban Activity Centre Zone when the site is also in a high frequency public transit area Suburban Business Zone when the site is also in a high frequency public transit area Business Neighbourhood Zone outside of the City of Adelaide when the site is also in a high frequency public transit area Suburban Main Street Zone when the site is also in a high frequency public transit area Urban Activity Centre Zone
Non-residential development excluding tourist accommodation	3 spaces per 100 square metres of gross leasable floor area 1.5 spaces per 100 square metres of gross leasable floor area above ground floor level other than for a shop	3 spaces per 100 square metres of gross leasable floor area	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Tourist accommodation	1 space for every 4 bedrooms up to 100 bedrooms plus 1 space for every 5 bedrooms over 100 bedrooms	1 space per 2 bedrooms up to 100 bedrooms and 1 space per 4 bedrooms over 100 bedrooms	City Living Zone Urban Activity Centre Zone when the site is also in a high frequency public transit area Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden, Brompton or Hindmarsh)
Residential development			
Residential component of a multi-storey building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone Strategic Innovation Zone in the City of Burnside, City of Marion or City of Mitcham Strategic Innovation Zone outside the City of Burnside, City of Marion or City of Mitcham when the site is also in a high frequency public transit area

			Urban Activity Centre Zone when the site is also in a high frequency public transit area Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden, Brompton or Hindmarsh)
Residential component of a multi-storey building	0.75 per dwelling	None specified	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Residential flat building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone Urban Activity Centre Zone when the site is also in a high frequency public transit area Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden, Brompton or Hindmarsh)
Residential flat building	0.75 per dwelling	None specified	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Detached dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Row dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Semi-detached dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Notes			
1	In the area identified in Concept Plan 152 Brompton Gasworks, car parking can be provided in a consolidated manner for that precinct rather than on a development-by-development basis		

Table 3 - Off-Street Bicycle Parking Requirements

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

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

	For tertiary education - 1 space per 20 employees plus 1 space per 10 full time students.
Hospital	1 space per 15 beds plus 1 space per 30 beds for visitors.
Indoor recreation facility	1 space per 4 employees plus 1 space per 200m2 of gross leasable floor area for visitors.
Licensed Premises	1 per 20 employees, plus 1 per 60 square metres total floor area, plus 1 per 40 square metres of bar floor area, plus 1 per 120 square metres lounge and beer garden floor area, plus 1 per 60 square metres dining floor area, plus 1 per 40 square metres gaming room floor area.
Office	1 space for every 200m2 of gross leasable floor area plus 2 spaces plus 1 space per 1000m2 of gross leasable floor area for visitors.
Child care facility	1 space per 20 full time employees plus 1 space per 40 full time children.
Recreation area	1 per 1500 spectator seats for employees plus 1 per 250 visitor and customers.
Residential flat building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 for every 10 dwellings for visitors.
Residential component of a multi-storey building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 space for every 10 dwellings for visitors.
Shop	1 space for every 300m2 of gross leasable floor area plus 1 space for every 600m2 of gross leasable floor area for customers.
Tourist accommodation	1 space for every 20 employees plus 2 for the first 40 rooms and 1 for every additional 40 rooms for visitors.

Schedule to Table 3

Designated Area	Relevant part of the State The bicycle parking rate applies to a designated area located in a relevant part of the State described below.
All zones	City of Adelaide
Business Neighbourhood Zone Strategic Innovation Zone Suburban Activity Centre Zone Suburban Business Zone Suburban Main Street Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone	Metropolitan Adelaide

Waste Treatment and Management Facilities

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting	
PO 1.1 Waste treatment and management facilities incorporate separation distances and attenuation measures within the site between waste operations areas (including all closed, operating and future cells) and sensitive receivers and sensitive environmental features to mitigate off-site impacts from noise, air and dust emissions.	DTS/DPF 1.1 None are applicable.
Soil and Water Protection	
PO 2.1 Soil, groundwater and surface water are protected from contamination from waste treatment and management facilities through measures such as: (a) containing potential groundwater and surface water contaminants within waste operations areas (b) diverting clean stormwater away from waste operations areas and potentially contaminated areas (c) providing a leachate barrier between waste operations areas and underlying soil and groundwater.	DTS/DPF 2.1 None are applicable.
PO 2.2 Wastewater lagoons are set back from watercourses to minimise environmental harm and adverse effects on water resources.	DTS/DPF 2.2 Wastewater lagoons are set back 50m or more from watercourse banks.
PO 2.3 Wastewater lagoons are designed and sited to: (a) avoid intersecting underground waters; (b) avoid inundation by flood waters; (c) ensure lagoon contents do not overflow; (d) include a liner designed to prevent leakage.	DTS/DPF 2.3 None are applicable.
PO 2.4 Waste operations areas of landfills and organic waste processing facilities are set back from watercourses to minimise adverse impacts on water resources.	DTS/DPF 2.4 Waste operations areas are set back 100m or more from watercourse banks.
Amenity	
PO 3.1 Waste treatment and management facilities are screened, located and designed to minimise adverse visual impacts on amenity.	DTS/DPF 3.1 None are applicable.
PO 3.2 Access routes to waste treatment and management facilities via residential streets is avoided.	DTS/DPF 3.2 None are applicable.
PO 3.3 Litter control measures minimise the incidence of windblown litter.	DTS/DPF 3.3 None are applicable.

PO 3.4 Waste treatment and management facilities are designed to minimise adverse impacts on both the site and surrounding areas from weed and vermin infestation.	DTS/DPF 3.4 None are applicable.
Access	
PO 4.1 Traffic circulation movements within any waste treatment or management site are designed to enable vehicles to enter and exit the site in a forward direction.	DTS/DPF 4.1 None are applicable.
PO 4.2 Suitable access for emergency vehicles is provided to and within waste treatment or management sites.	DTS/DPF 4.2 None are applicable.
Fencing and Security	
PO 5.1 Security fencing provided around waste treatment and management facilities prevents unauthorised access to operations and potential hazard to the public.	DTS/DPF 5.1 Chain wire mesh or pre-coated painted metal fencing 2m or more in height is erected along the perimeter of the waste treatment or waste management facility site.
Landfill	
PO 6.1 Landfill gas emissions are managed in an environmentally acceptable manner.	DTS/DPF 6.1 None are applicable.
PO 6.2 Landfill facilities are separated from areas of environmental significance and land used for public recreation and enjoyment.	DTS/DPF 6.2 Landfill facilities are set back 250m or more from a public open space reserve, forest reserve, national park or Conservation Zone.
PO 6.3 Landfill facilities are located on land that is not subject to land slip.	DTS/DPF 6.3 None are applicable.
PO 6.4 Landfill facilities are separated from areas subject to flooding.	DTS/DPF 6.4 Landfill facilities are set back 500m or more from land inundated in a 1% AEP flood event.
Organic Waste Processing Facilities	
PO 7.1 Organic waste processing facilities are separated from the coast to avoid potential environment harm.	DTS/DPF 7.1 Organic waste processing facilities are set back 500m or more from the coastal high water mark.
PO 7.2 Organic waste processing facilities are located on land where the engineered liner and underlying seasonal water table cannot intersect.	DTS/DPF 7.2 None are applicable.
PO 7.3 Organic waste processing facilities are sited away from areas of environmental significance and land used for public recreation and enjoyment.	DTS/DPF 7.3 Organic waste processing facilities are set back 250m or more from a public open space reserve, forest reserve, national park or a Conservation Zone.
PO 7.4 Organic waste processing facilities are located on land that is not subject to land slip.	DTS/DPF 7.4 None are applicable.
PO 7.5 Organic waste processing facilities separated from areas subject to	DTS/DPF 7.5 Organic waste processing facilities are set back 500m or more from

flooding.	land inundated in a 1% AEP flood event.
Major Wastewater Treatment Facilities	
PO 8.1 Major wastewater treatment and disposal systems, including lagoons, are designed to minimise potential adverse odour impacts on sensitive receivers, minimise public and environmental health risks and protect water quality.	DTS/DPF 8.1 None are applicable.
PO 8.2 Artificial wetland systems for the storage of treated wastewater are designed and sited to minimise potential public health risks arising from the breeding of mosquitoes.	DTS/DPF 8.2 None are applicable.

Workers' accommodation and Settlements

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

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

PROPOSED RESIDENTIAL DWELLING
7 STEPHEN TERRACE ST PETERS SA

Attachment 1

NIC DESIGN STUDIO

*REFER A000 (COVER SHEET) FOR ALL GENERAL BUILDING INFORMATION



No.	DESCRIPTION	DATE
PA_E	FOR APPROVAL	2026-03-31
PA_D	FOR APPROVAL	2026-02-16
PA_C	FOR APPROVAL	2026-02-04
PA_B	FOR APPROVAL	2026-01-28
PA_A	FOR APPROVAL	2025-11-09
P1	FOR INFORMATION	2025-02-25

CLIENT
HBC HOMES PTY LTD

PROJECT
PROPOSED NEW DWELLING

7 STEPHEN TCE ST PETERS SA 5067

DRAWING
COVERPAGE

PROJECT NUMBER	DATE
N-25004	**2026-03-31**

DRAWN BY	SCALE
NW	@ A1

REVISION	DRAWING NUMBER
PA_E	**SD000**

FILE PATH
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SITE PLAN

ARCHITECTURAL DRAWINGS SD		
DRAWING NO.	DRAWING TITLE	REV.
SD000	COVERPAGE	PA_E
SD001	PROPOSED SITE PLAN & PROJECT SUMMARY	PA_E
SD002	PROPOSED FLOOR PLANS	PA_E
SD003	PROPOSED FLOOR PLANS & SECTIONS	PA_E
SD004	PROPOSED ELEVATIONS	PA_E
SD005	PROPOSED ELEVATIONS	PA_E
SD006	PROPOSED LANDSCAPE PLAN	PA_E
SD007	SHADOW DIAGRAMS - WINTER SOLSTICE	PA_E
SD009	ARTIST IMPRESSION - FROM FOOTPATH	PA_E
SD010	ARTIST IMPRESSION - FRONT OF DWELLING	PA_E
SD011	ARTIST IMPRESSION - CORNER OF SITE	PA_E
Grand total: 11		

PROJECT SUMMARY

Address	7 STEPHEN TERRACE ST PETERS SA 5069
Site Area	669.5 SQM
Existing Land Use	RESIDENTIAL HOUSE
Proposed Land Use	RESIDENTIAL HOUSE

PROPOSAL SUMMARY

Building Height	7.6m TOTAL
Site Coverage	336 SQM
Car Parking	2 carparks
Vehicle Access	Second Lane
Soft Landscape	175 SQM

No.	DESCRIPTION	DATE
PA_E	FOR APPROVAL	2026-03-31
PA_D	FOR APPROVAL	2026-02-16
PA_C	FOR APPROVAL	2026-02-04
PA_B	FOR APPROVAL	2026-01-28
PA_A	FOR APPROVAL	2025-11-09
1	FOR INFORMATION	2025-02-25

CLIENT
HBC HOMES PTY LTD

PROJECT
PROPOSED NEW DWELLING
7 STEPHEN TCE ST PETERS SA 5067

DRAWING
PROPOSED SITE PLAN & PROJECT SUMMARY

PROJECT NUMBER	DATE
N-25004	**2026-03-31**

DRAWN BY	SCALE
Author	**As indicated** @ A1

REVISION	DRAWING NUMBER
PA_E	**SD001**

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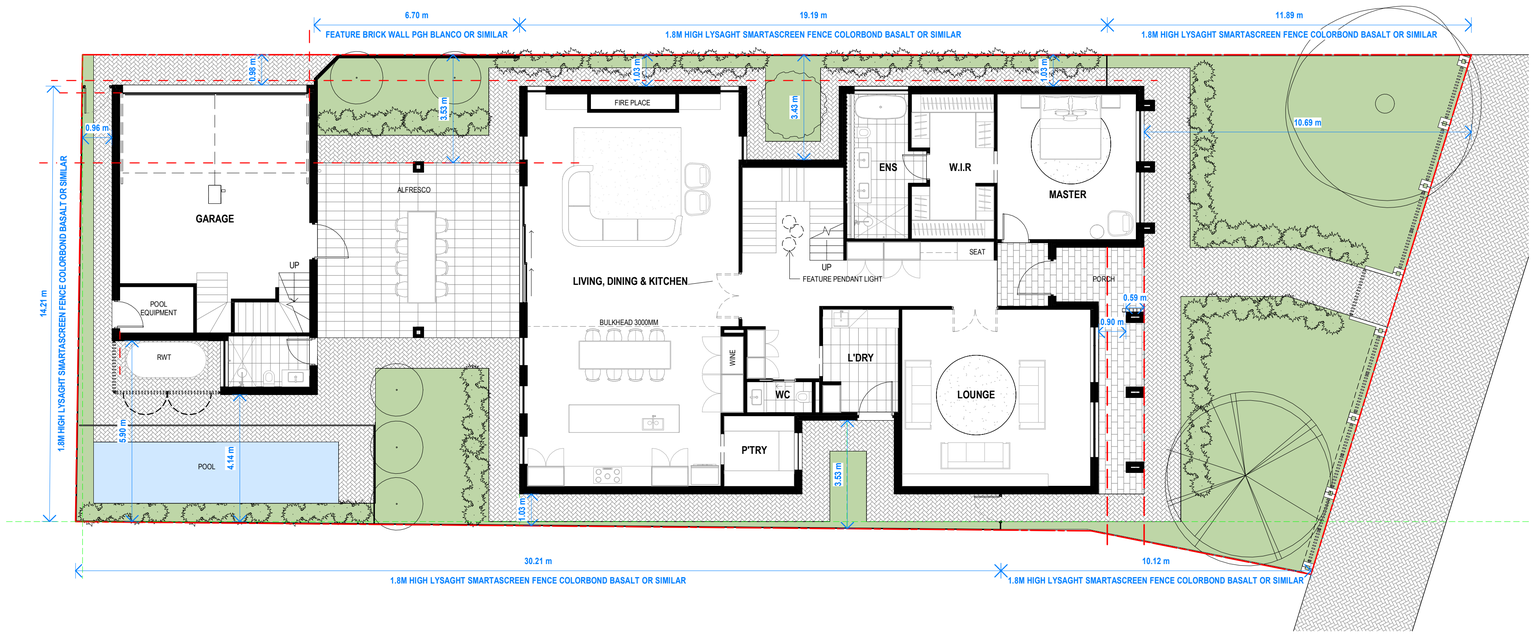
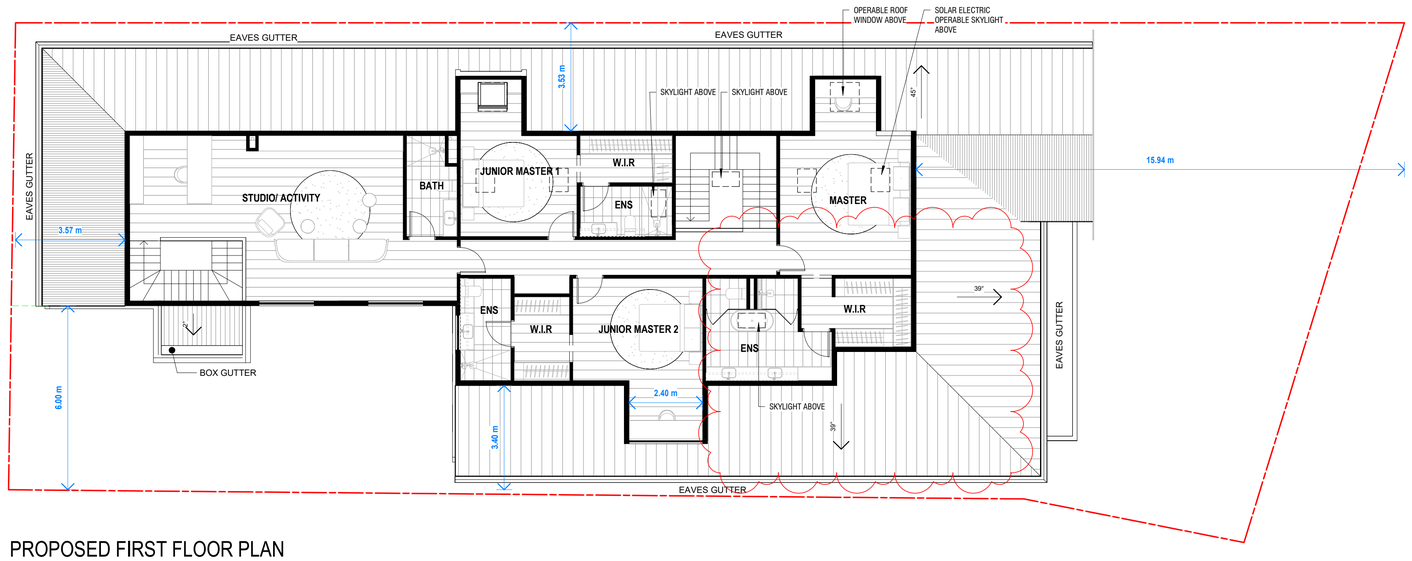


PROPOSED GROUND FLOOR PLAN



PROPOSED FIRST FLOOR PLAN

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PA_C	FOR APPROVAL	2026-02-04
PA_B	FOR APPROVAL	2026-01-28
PA_A	FOR APPROVAL	2025-11-09
1	FOR INFORMATION	2025-02-25
No.	DESCRIPTION	DATE

CLIENT
HBC HOMES PTY LTD

PROJECT
PROPOSED NEW DWELLING
7 STEPHEN TCE ST PETERS SA 5067

DRAWING
PROPOSED FLOOR PLANS

PROJECT NUMBER	DATE
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DRAWN BY	SCALE
Author	**1 : 100** @ A1
REVISION	DRAWING NUMBER
PA_E	**SD002**

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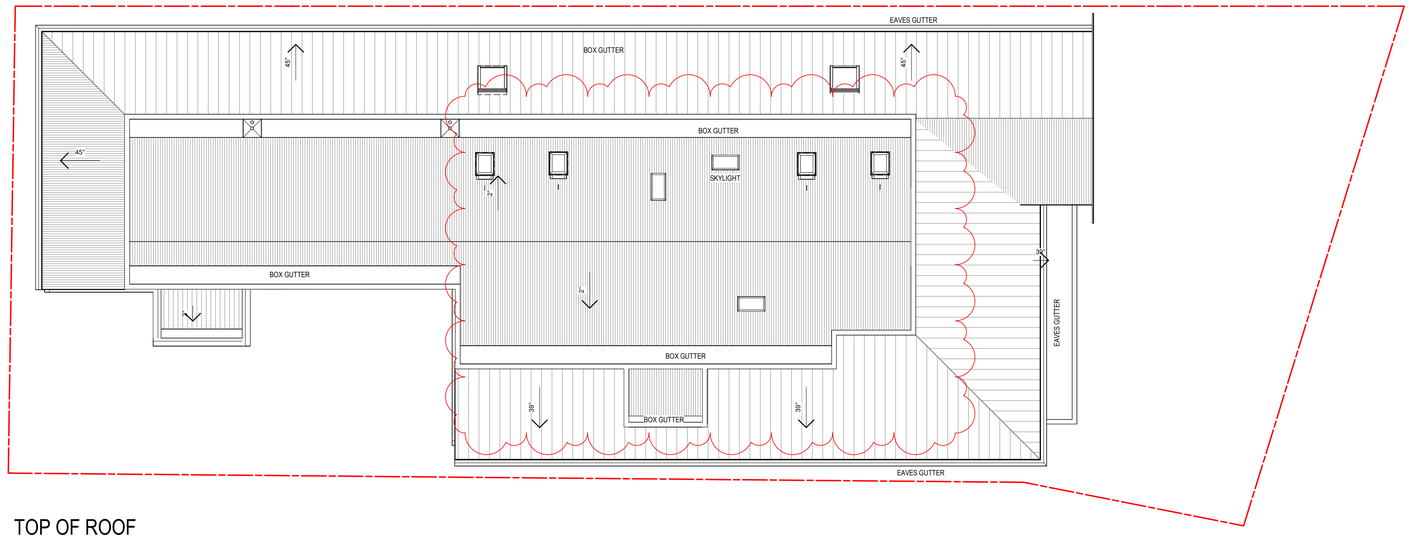

TOP OF ROOF



Section 1



Section 2

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PA_C	FOR APPROVAL	2026-02-04
PA_B	FOR APPROVAL	2026-01-28
PA_A	FOR APPROVAL	2025-11-09
1	FOR INFORMATION	2025-02-25
No.	DESCRIPTION	DATE

CLIENT
HBC HOMES PTY LTD

PROJECT
PROPOSED NEW DWELLING
7 STEPHEN TCE ST PETERS SA 5067

DRAWING
PROPOSED FLOOR PLANS & SECTIONS

PROJECT NUMBER **N-25004**
DATE **2026-03-31**
DRAWN BY **Author**
SCALE **1 : 100** @ A1
REVISION **PA_E**
DRAWING NUMBER **SD003**

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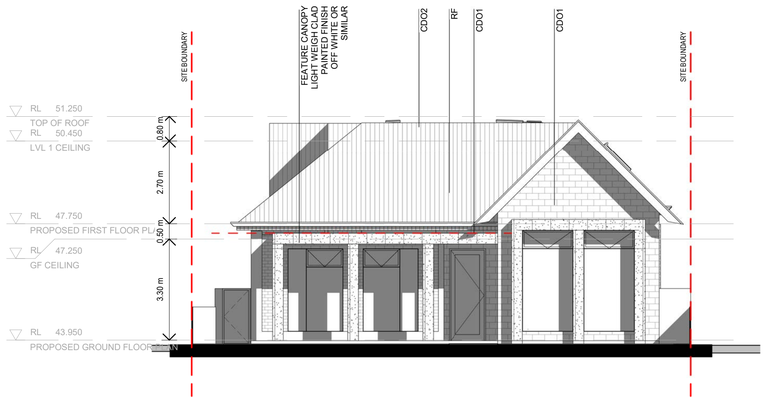
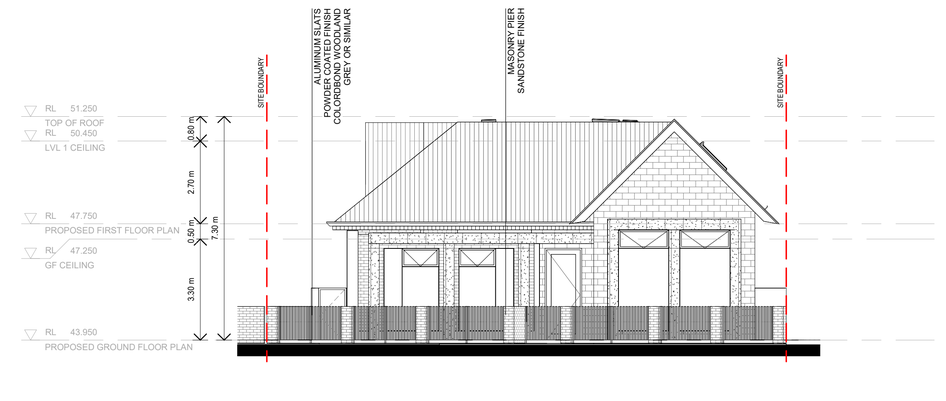
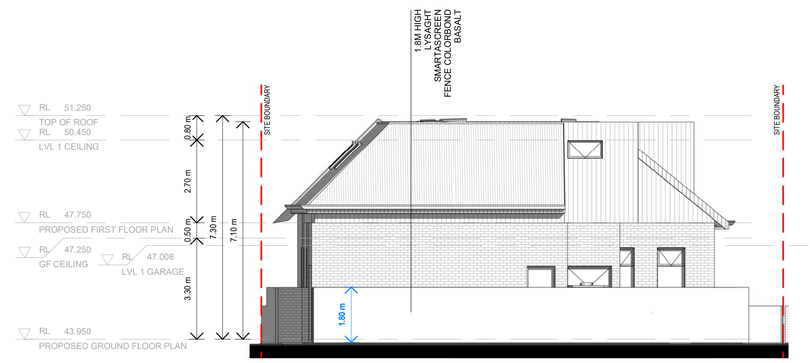
NIC DESIGN STUDIO



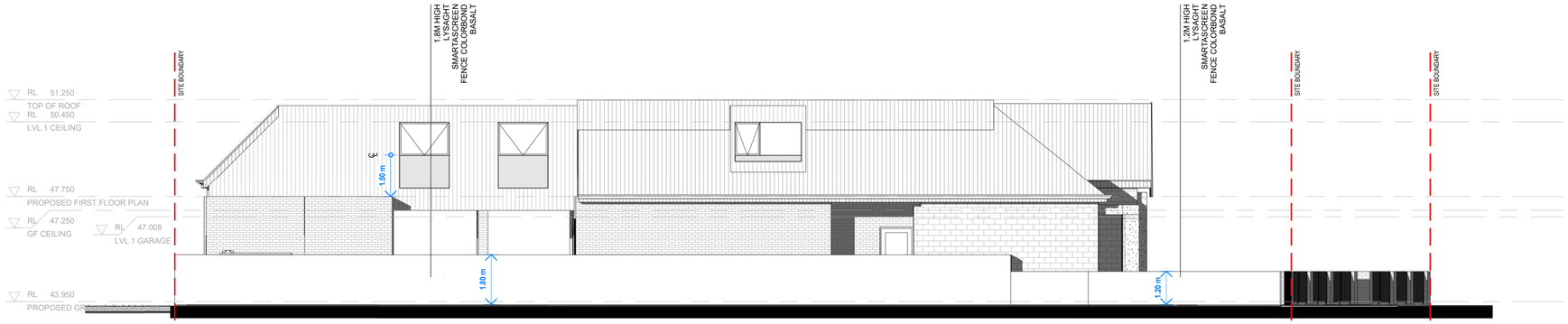
SOUTH WEST ELEVATION (WITHOUT FENCE)



SOUTH WEST ELEVATION (WITH FENCE)

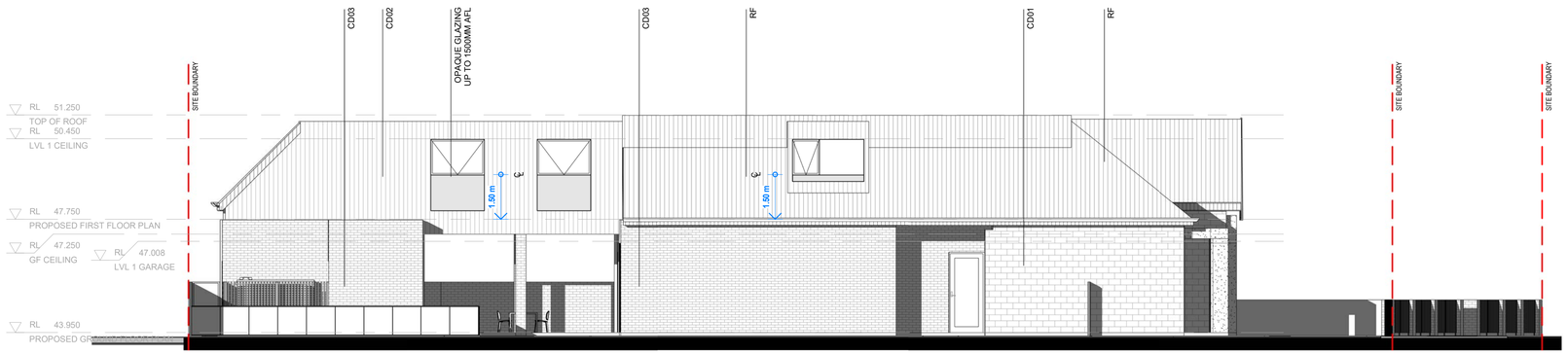


NORTH EAST ELEVATION (WITH FENCE)



NORTH EAST ELEVATION (WITHOUT FENCE)

NORTH WEST ELEVATION (WITH FENCE)



NORTH WEST ELEVATION (WITHOUT FENCE)

MATERIAL SELECTION

*REFER A000 (COVER SHEET) FOR ALL GENERAL BUILDING INFORMATION

MATERIAL SELECTION SCHEDULE

	IMAGE	DESCRIPTION
CD.01		ALEENA SPLITFACE QUARTZ STONE CRAZY PAVE
CD.02		LYSAGHT CUSTOM ORB ACCENT 21 COLORBOND WOODLAND GREY OR SIMILAR
RF		LYSAGHT CUSTOM ORB ACCENT 21 COLORBOND WOODLAND GREY OR SIMILAR
FEN01		NOMINATED COLORBOND FENCE WALL. WOODLAND GREY OR SIMILAR
CD.03		FACE BRICK VENEER WALL PGH BRICK BLANCO OR SIMILAR
		ALUMINUM FRAME WINDOW POWDER COAT FINISH - MONUMENT
		STEEL-LINE GARAGE DOOR BLACK

No.	DESCRIPTION	DATE
PA_E	FOR APPROVAL	2026-03-31
PA_D	FOR APPROVAL	2026-02-16
PA_C	FOR APPROVAL	2026-02-04
PA_B	FOR APPROVAL	2026-01-28
PA_A	FOR APPROVAL	2025-11-09
1	FOR INFORMATION	2025-02-25

CLIENT
HBC HOMES PTY LTD

PROJECT
PROPOSED NEW DWELLING
7 STEPHEN TCE ST PETERS SA 5067

DRAWING
PROPOSED ELEVATIONS

PROJECT NUMBER **N-25004**
DATE **2026-03-31**
DRAWN BY **Author**
SCALE **1 : 100** @ A1
REVISION **PA_E**
DRAWING NUMBER **SD004**
FILE PATH Z:\Projects\N-25004 7 Stephen Tce St Peters - Proposed New Dwelling\B-Drawings & Images\06 Revit\N-25004_PA-revised.rvt

FOR APPROVAL

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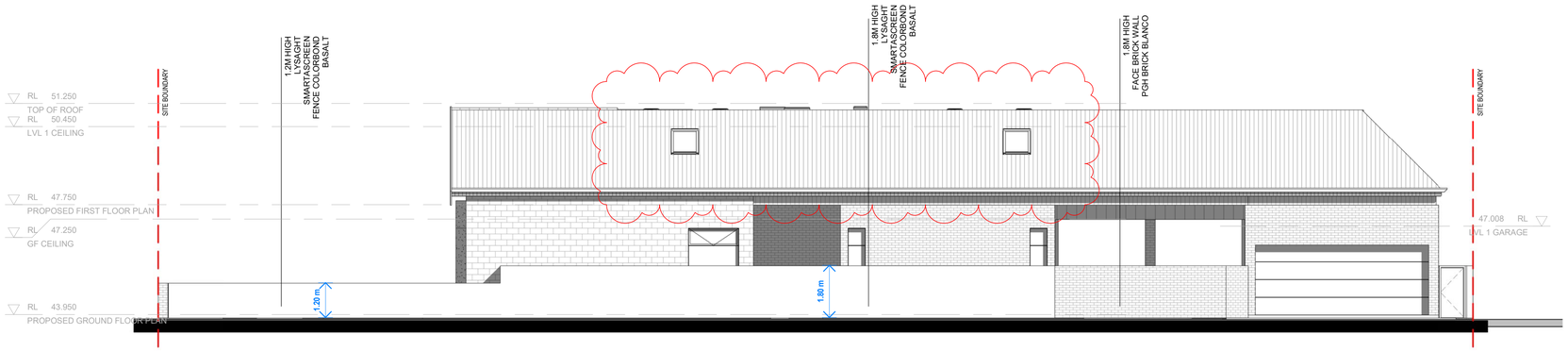
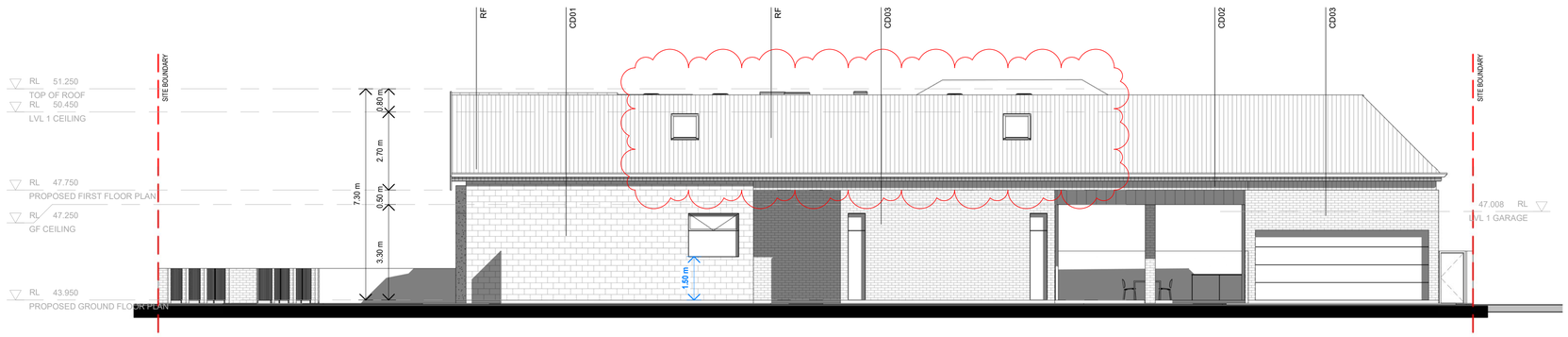
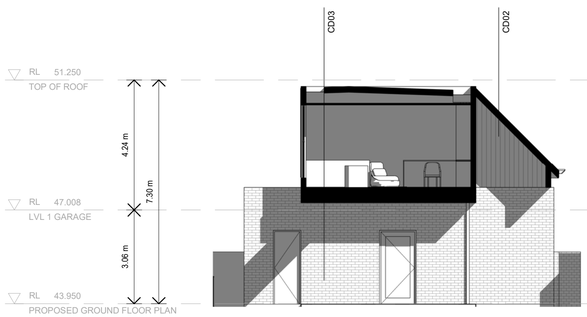
NIC DESIGN STUDIO



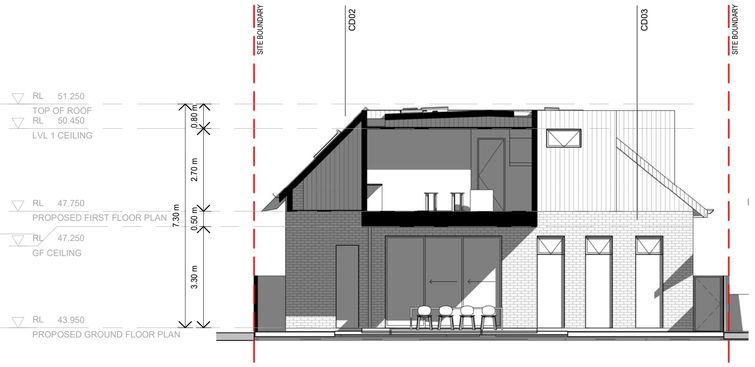
SOUTH EAST ELEVATION (WITH FENCE)



SOUTH EAST ELEVATION (WITHOUT FENCE)



NORTH EAST ELEVATION INTERNAL COURTYARD



SOUTH WEST ELEVATION INTERNAL COURTYARD

MATERIAL SELECTION

*REFER A000 (COVER SHEET) FOR ALL GENERAL BUILDING INFORMATION

MATERIAL SELECTION SCHEDULE

	IMAGE	DESCRIPTION
CD.01		ALEENA SPLITFACE QUARTZ STONE CRAZY PAVE
CD.02		LYSAGHT CUSTOM ORB ACCENT 21 COLORBOND WOODLAND GREY OR SIMILAR
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No.	DESCRIPTION	DATE
PA_E	FOR APPROVAL	2026-03-31
PA_D	FOR APPROVAL	2026-02-16
PA_C	FOR APPROVAL	2026-02-04
PA_B	FOR APPROVAL	2026-01-28
PA_A	FOR APPROVAL	2025-11-09
1	FOR INFORMATION	2025-02-25

CLIENT
HBC HOMES PTY LTD

PROJECT
PROPOSED NEW DWELLING

7 STEPHEN TCE ST PETERS SA 5067

DRAWING
PROPOSED ELEVATIONS

PROJECT NUMBER	DATE
N-25004	**2026-03-31**
DRAWN BY	SCALE
Author	**1 : 100** @ A1
REVISION	DRAWING NUMBER
PA_E	**SD005**

FILE PATH
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FOR APPROVAL

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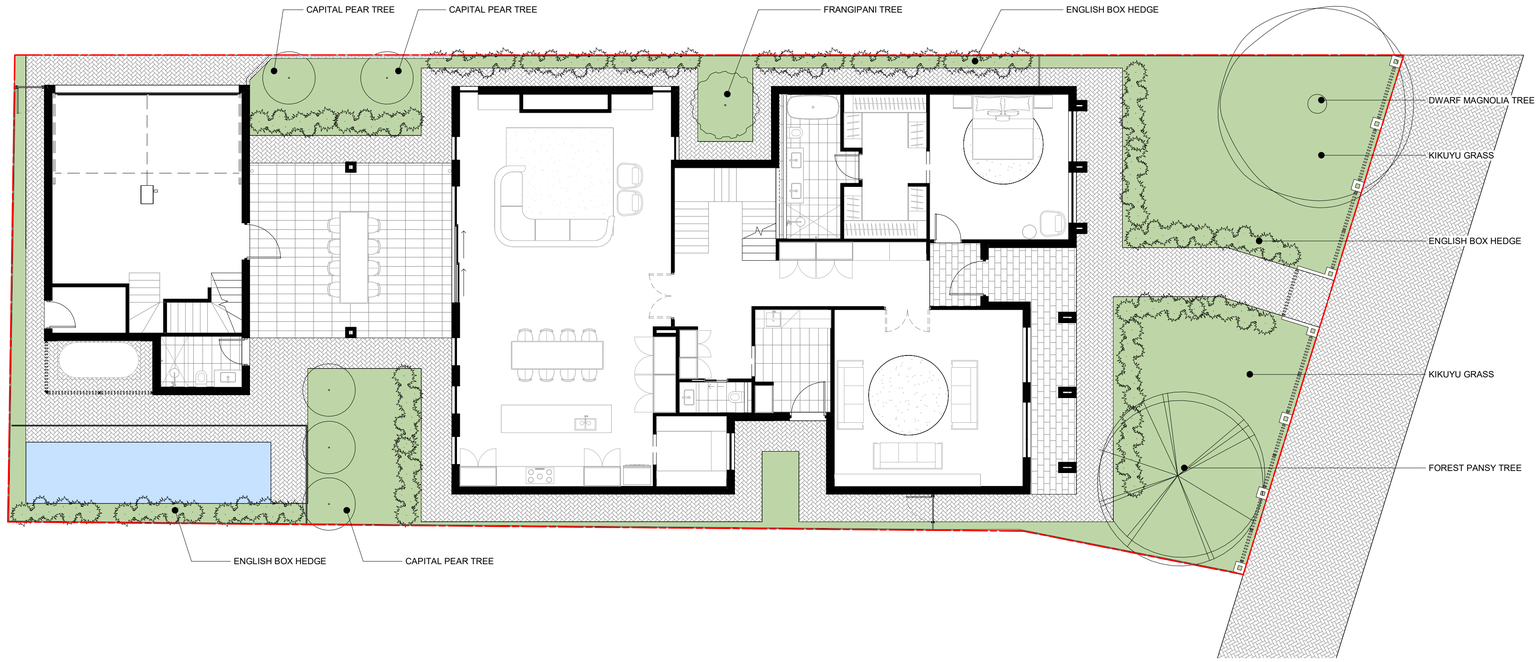
NIC DESIGN STUDIO

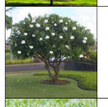
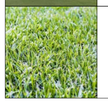
Attachment 1

*REFER A000 (COVER SHEET) FOR ALL GENERAL BUILDING INFORMATION



PROPOSED LANDSCAPE PLAN

PLANTS SELECTION SCHEDULE

IMAGE	BOTANICAL NAME	COMMON NAME	HEIGHT & SPREAD	WATERING
	Buxus sempervirens 'Suffruticosa'	English Box	0.5m x 0.5m	MODERATE
	Pyrus calleryana 'Capital	Capital Ornamental Pear Tree	1.5 x 6m	MINIMAL
	Magnolia Grandiflora 'Little Gem'	Dwarf Magnolia	4m x 3m	MINIMAL
	Cercis Canadensis	Forest Pansy Tree	5 x 5m	MODERATE
	Hymenosporum 'Native Frangipani	Frangipani	8 x 4m	MODERATE
	Cenchrus clandestinus	Kikuyu grass	20cm - 25cm	MINIMAL

No.	DESCRIPTION	DATE
PA_E	FOR APPROVAL	2026-03-31
PA_D	FOR APPROVAL	2026-02-16
PA_C	FOR APPROVAL	2026-02-04
PA_B	FOR APPROVAL	2026-01-28
PA_A	FOR APPROVAL	2025-11-09
1	FOR INFORMATION	2025-02-25

CLIENT
HBC HOMES PTY LTD

PROJECT
PROPOSED NEW DWELLING
7 STEPHEN TCE ST PETERS SA 5067

DRAWING
PROPOSED LANDSCAPE PLAN

PROJECT NUMBER
N-25004

DATE
2026-03-31

DRAWN BY
Author

SCALE
As indicated @ A1

REVISION
PA_E

DRAWING NUMBER
SD006

FILE PATH
Z:\Projects\N-25004 7 Stephen Tce St Peters - Proposed New Dwelling\B-Drawings & Images\08 Revit\N-25004_PA-revised.rvt

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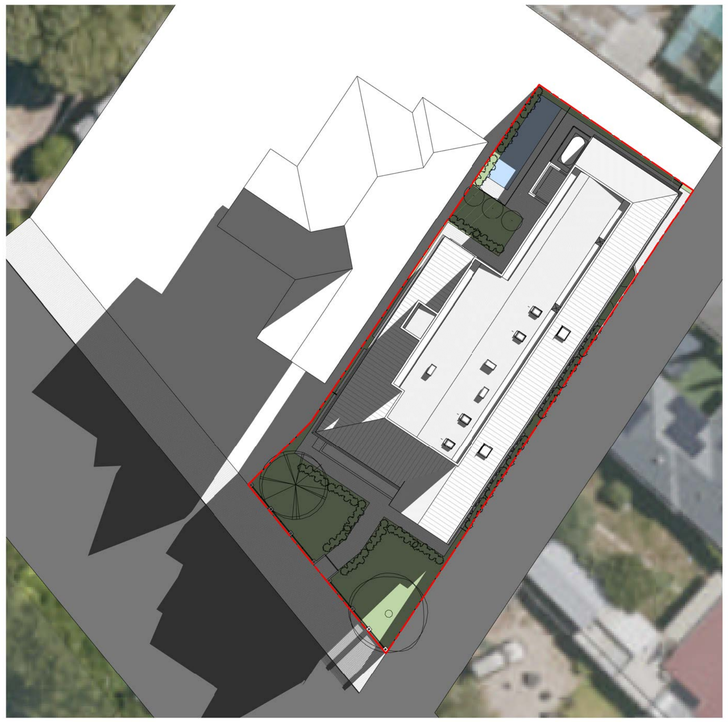
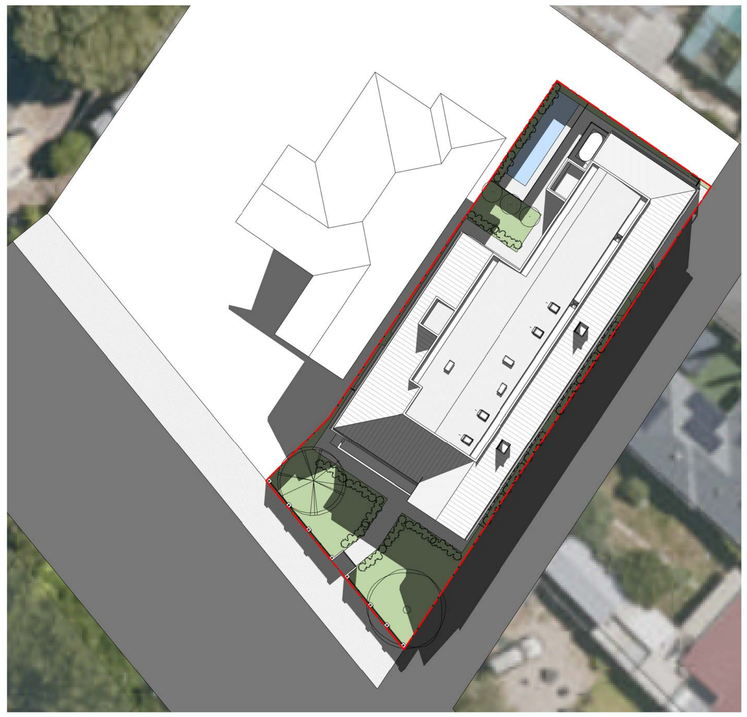
NIC DESIGN STUDIO

Attachment 1

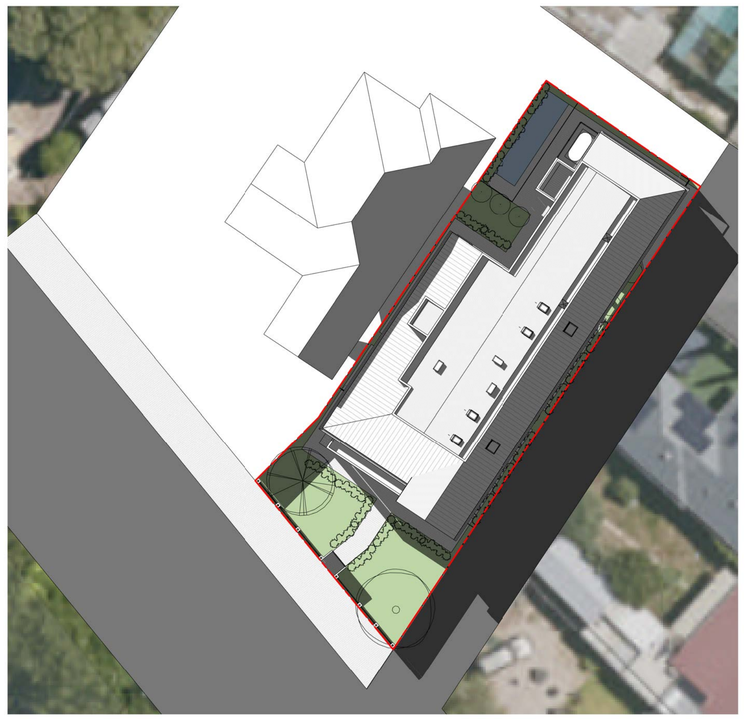
*REFER A000 (COVER SHEET) FOR ALL GENERAL BUILDING INFORMATION



SOLAR STUDY - WINTER SOLSTICE 9AM



SOLAR STUDY - WINTER SOLSTICE 12PM



SOLAR STUDY - WINTER SOLSTICE 3PM

PA_E	FOR APPROVAL	2026-03-31
PA_D	FOR APPROVAL	2026-02-16
PA_C	FOR APPROVAL	2026-02-04
PA_B	FOR APPROVAL	2026-01-28
PA_A	FOR APPROVAL	2025-11-09
1	FOR INFORMATION	2025-02-25
No.	DESCRIPTION	DATE

CLIENT
HBC HOMES PTY LTD

PROJECT
PROPOSED NEW DWELLING

7 STEPHEN TCE ST PETERS SA 5067

DRAWING
SHADOW DIAGRAMS - WINTER SOLSTICE

PROJECT NUMBER	DATE
N-25004	**2026-03-31**

DRAWN BY	SCALE
Author	**1 : 250** @ A1

REVISION	DRAWING NUMBER
PA_E	**SD007**

FILE PATH
Z:\Projects\N-25004 7 Stephen Tce St Peters - Proposed New Dwelling\B-Drawings & Images\08 Revit\N-25004_PA-revised.rvt

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NIC DESIGN STUDIO

Attachment 1

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No.	DESCRIPTION	DATE
PA_E	FOR APPROVAL	2026-03-31
PA_D	FOR APPROVAL	2026-02-16
PA_C	FOR APPROVAL	2026-02-04
PA_B	FOR APPROVAL	2026-01-28
PA_A	FOR APPROVAL	2025-11-09
1	FOR INFORMATION	2025-02-25

CLIENT
HBC HOMES PTY LTD

PROJECT
PROPOSED NEW DWELLING

7 STEPHEN TCE ST PETERS SA 5067

DRAWING
ARTIST IMPRESSION - FROM FOOTPATH

PROJECT NUMBER	DATE
N-25004	**2026-03-31**

DRAWN BY	SCALE
Author	@ A1

REVISION	DRAWING NUMBER
PA_E	**SD009**

FILE PATH
Z:\Projects\N-25004 7 Stephen Tce St Peters - Proposed New Dwelling\B-Drawings & Images\06 Revit\N-25004_PA-revised.rvt

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Attachment 1

NIC DESIGN STUDIO

*REFER A000 (COVER SHEET) FOR ALL GENERAL BUILDING INFORMATION



No.	DESCRIPTION	DATE
PA_E	FOR APPROVAL	2026-03-31
PA_D	FOR APPROVAL	2026-03-16
PA_C	FOR APPROVAL	2026-02-24
PA_B	FOR APPROVAL	2026-01-22
PA_A	FOR APPROVAL	2025-11-25
1	FOR INFORMATION	2025-02-25

CLIENT
HBC HOMES PTY LTD

PROJECT
PROPOSED NEW DWELLING
7 STEPHEN TCE ST PETERS SA 5067

DRAWING
ARTIST IMPRESSION - FRONT OF DWELLING

PROJECT NUMBER
N-25004

DATE
2026-03-31

DRAWN BY
Author

SCALE
@ A1

CHECKED BY
PA_E

DRAWING NUMBER
SD010

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NIC DESIGN STUDIO

Attachment 1

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No.	DESCRIPTION	DATE
PA_E	FOR APPROVAL	2026-03-31
PA_D	FOR APPROVAL	2026-02-16
PA_C	FOR APPROVAL	2026-01-27
PA_B	FOR APPROVAL	2026-01-23
2	FOR APPROVAL	2025-11-09
1	FOR INFORMATION	2025-02-25

CLIENT

HBC HOMES PTY LTD

PROJECT

PROPOSED NEW DWELLING

7 STEPHEN TCE ST PETERS SA 5067

DRAWING

ARTIST IMPRESSION - CORNER OF SITE

PROJECT NUMBER	DATE
N-25004	**2026-03-31**

DRAWN BY	SCALE
NW	@ A1

REVISION	DRAWING NUMBER
PA_E	**SD011**

FILE PATH

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FOR APPROVAL

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Attachment 1

GENERAL NOTES:

1. THESE DRAWINGS SHALL NOT BE SCALED.
2. READ THE DRAWINGS IN CONJUNCTION WITH ALL THE CONSULTANT DRAWINGS, ARCHITECTURAL DRAWINGS AND SPECIFICATIONS.
3. CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE STRUCTURE IN A STABLE CONDITION, ENSURING THAT NO PART SHALL BE OVERSTRESSED DURING CONSTRUCTION ACTIVITIES.
5. THE CONTRACTOR SHALL PROVIDE INDEPENDENT STRUCTURAL CERTIFICATION FOR ALL BUILDERS' WORKS NOT DETAILED ON THE DRAWINGS, SUCH AS PROPPING, SHORING, TEMPORARY RETAINING, ERECTION PROCEDURES, ETC.
6. ANY DISCREPANCIES SHALL BE REFERRED TO THIS OFFICE FOR CLARIFICATION.
7. ALL CONSTRUCTION WORK TO BE PERFORMED IN ACCORDANCE WITH CURRENT WORKPLACE HEALTH & SAFETY STANDARDS.

STORMWATER NOTES:

1. PROVIDE ADEQUATE PROTECTION OR COVER TO STORMWATER PIPES (300mm COVER WHERE PIPE IS TO BE SUBJECTED TO VEHICULAR LOADING AND 100mm MINIMUM COVER OTHERWISE). 1 IN 200 MINIMUM FALL ON STORMWATER DRAINS EXCEPT IN SEALED SYSTEMS.
2. PROVIDE 125x75x2 RHS GALVANISED STEEL OUTLET DISCHARGE PIPE (U.N.O.). ALL STORMWATER OUTLET PIPES DISCHARGING TO KERB & GUTTER TO BE IN ACCORDANCE WITH COUNCIL STANDARD AND SPECIFICATIONS. OUTLET DISCHARGE PIPE TO BE A MINIMUM OF 2m AWAY FROM EXISTING STREET TREE.
3. ENSURE SEALED SYSTEM DRAIN LAID LOW ENOUGH WHERE REQUIRED TO ALLOW GRAVITY FLOW DRAIN TO PASS ABOVE WITH SPECIFIED GRADE AND COVER.
4. GRADE PAVING AND FILL AND GRADE GROUND TO SURFACE SUMP LOCATIONS AT 0.30% FALL.
5. THE NUMBER AND LOCATION OF SUMPS SHOWN ON THIS DRAWING ARE INDICATIVE ONLY AND MAY CHANGE SUBJECT TO ACTUAL SITE CONDITIONS AND THE EXTENT AND TYPE OF PAVEMENTS SELECTED.
6. PIPE UNDER DRIVEWAY: 300mm COVER ONLY REQUIRED WHERE PIPE NOT PROTECTED BY PAVING ABOVE.
7. USE ALTERNATIVE FLEXIBLE CONNECTION AT DP TO DRAIN PIPE JUNCTION.
8. ALL STORMWATER/DRAIN WITHIN DRIVEWAY WITH COVER LESS THAN 3XDIAMETER TO BE CONCRETE ENCASED.
9. REFER TO ARCHITECTURAL ROOF PLAN FOR ALL BOX GUTTER, SUMP AND OVERFLOW DETAILS. DOWNPIPES LOCATION ON SITEWORKS & DRAINAGE PLAN ARE INDICATIVE AND SUBJECT TO FINALIZED ARCHITECTURAL ROOF DESIGN.

STORMWATER TANK NOTES:

1. COMBINATION DETENTION/RETENTION TANK REFER TO RAINWATER TANK DETAIL ON SEPARATE PAGE.
2. DOWNPIPES (DP) TO TANK AS SHOWN ON PLAN.
3. ENSURE ANY FILL PLACED UNDER TANK STAND LOCATIONS IS PLACED AT LEAST AS "ROLLED FILL". HOWEVER SOME SETTLEMENT MAY OCCUR IF "CONTROLLED FILL IS NOT USED OR IF TANK STAND SLAB IS NOT PIERED TO FIRM NATURAL GROUND.
4. RAINWATER TANK PLUMBED TO DELIVER RECYCLED WATER ONE TOILET AND EITHER THE LAUNDRY COLD WATER OUTLETS OR HOT WATER SERVICE.
5. MAINS WATER BACKUP, PUMP AND PLUMBING ARRANGEMENTS AS TYPICALLY REQUIRED TO SUPPORT SUCH AN INSTALLATION ARE TO BE COMPLIANT WITH THE STANDARD BUILDING CODE REQUIREMENTS ASSOCIATED WITH A COMPULSORY RAINWATER TANK INSTALLATION.
6. THE STORMWATER COLLECTION AND RE-USE SYSTEM IS TO BE INSTALLED AND OPERATIONAL PRIOR TO OCCUPANCY OF THE DWELLING.

SITE WORK NOTES:

1. ADOPTING EXISTING AS CONSTRUCTED VERGE /FOOTPATH LEVELS FOR DRIVEWAY DESIGN.
   TO BE CONFIRMED AS APPROPRIATE BY COUNCIL PRIOR TO ANY COUNCIL APPROVALS GRANTED.
2. CONTRACTOR TO CHECK DEPTH OF EXISTING/NEW SEWER CONNECTION AND ENSURE ADEQUATE SEWER FALL CAN BE ACHIEVED PRIOR TO COMMENCING EARTHWORKS. REFER ANY CHANGES TO PROPOSED BENCH LEVEL TO THIS OFFICE FOR VERIFICATION PRIOR TO COMMENCEMENT OF ANY SITE WORKS.
3. LEVELS SHOWN ARE TO AN ASSUMED DATUM AS INDICATED ON SITE PLAN AND ARE APPROXIMATE ONLY.
4. FLEXIBLE CONNECTIONS TO STORM WATER AND WASTE DRAINS ARE NECESSARY ON THIS SITE.
5. STORMWATER DISPOSAL INCLUDING SURFACE DRAINAGE, AS PER PLAN AND TO COUNCIL REQUIREMENTS ALL TO BE CONSTRUCTED BY OWNER, INCLUDING RETAINING WALLS, UNLESS STATED OTHERWISE IN THE CONTRACT. THE STORMWATER DISPOSAL SYSTEM AS INDICATED MUST BE INSTALLED AS SOON AS PRACTICABLE.
6. WRITTEN DIMENSIONS SHALL TAKE PRIORITY OVER SCALED DIMENSIONS.
7. ANY DISCREPANCY BETWEEN THE FOOTING PLAN/REPORT AND THE CIVIL PLAN SHALL BE REPORTED TO HWC ENGINEERS IMMEDIATELY. FLOOR LEVELS MAY BE INCREASED TO ACCOMMODATE SEWER GRADE REQUIREMENTS. OWNER OR BUILDER ARE TO CHECK SEWER INVERTS PRIOR TO COMMENCEMENT OF ANY SITE WORKS.
8. ENSURE BENCH IS GRADED FROM HOUSE.
   SLOPE OF 1 IN 100 FOR GRASSED AREAS.
   SLOPE OF 1 IN 20 FOR PAVED AREAS.

DRIVEWAY CROSSOVER NOTES:

1. DRIVEWAY CROSSOVERS AND INVERTS TO BE CONCRETE/PAVED RESIDENTIAL TYPE AS PER COUNCIL STANDARD.
2. REDUNDANT SECTIONS OF DRIVEWAY INVERT & CROSSOVER TO BE REPLACED WITH KERB & GUTTER, VERGE AND DDA COMPLIANT CONCRETE/PAVED FOOTPATH AS PER COUNCIL STANDARDS.
3. REDUNDANT STORMWATER OUTLETS AND PIPES TO BE REMOVED AND REINSTATED TO MATCH EXISTING KERB & GUTTER, VERGE AND PATH AS PER COUNCIL STANDARDS.
4. CLARIFICATION TO BE SOUGHT FROM ASSET OWNER AS TO WHETHER ANY TELCO PIT NEEDS TO BE MADE TRAFFICABLE OR RE-LOCATED AT COST OF APPLICANT.

REVISION	DATE	DETAILS	CHECKED
B	11.11.2025	ISSUED FOR APPROVAL	H.W.C
A	07.07.2025	ISSUED FOR APPROVAL	H.W.C

HWC ENGINEERS
STRUCTURAL & CIVIL CONSULTING
e: marcus@hwcengineers.com.au m: 0422 238 038

DESIGNED:	H.W.C	DATE:	JUL'25
DRAWN:	Y.S.T	SHEET SIZE:	A3

PROJECT

PROPOSED RESIDENCE
AT 7 STEPHEN TERRACE, ST PETERS
FOR HBC HOMES

SHEET TITLE

GENERAL NOTES

PROJECT No.	DRAWING	REVISION
HWC-64222-6	C01	B

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ISSUED FOR APPROVAL

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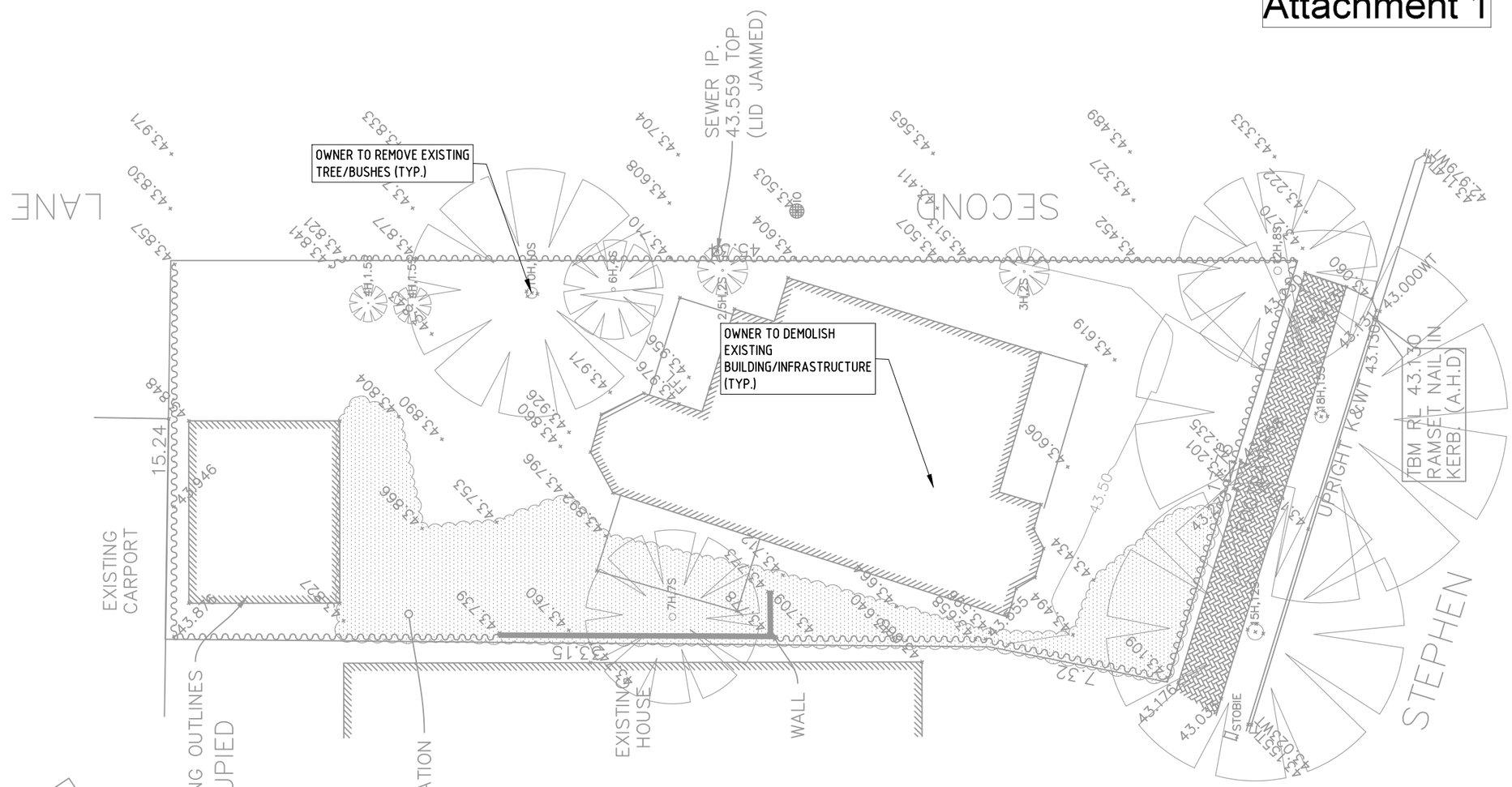
Full Size 1:200 ; Half Reduction 1:400
SCALE (mm)

Attachment 1



DEMOLITION PLAN
(1:200)

REVISION	DATE	DETAILS	CHECKED
B	11.11.2025	ISSUED FOR APPROVAL	H.W.C
A	07.07.2025	ISSUED FOR APPROVAL	H.W.C

HWC ENGINEERS
STRUCTURAL & CIVIL CONSULTING
e: marcus@hwcengineers.com.au m: 0422 238 038

DESIGNED:	H.W.C	DATE:	JUL'25
DRAWN:	Y.S.T	SHEET SIZE:	A3

PROJECT
PROPOSED RESIDENCE
AT 7 STEPHEN TERRACE, ST PETERS
FOR HBC HOMES

SHEET TITLE
DEMOLITION PLAN

PROJECT No.	DRAWING	REVISION
HWC-64222-6	C02	B

THIS DRAWING INCLUDES COLORED INFORMATION. YOU DO NOT HAVE ALL THE INFORMATION IF YOU ONLY HAVE A BLACK AND WHITE COPY. PLEASE NOTE THIS NOTE IS IN BLUE.

ISSUED FOR APPROVAL

0 2000 4000 8000 12000
Full Size 1:200 ; Half Reduction 1:400
SCALE (mm)

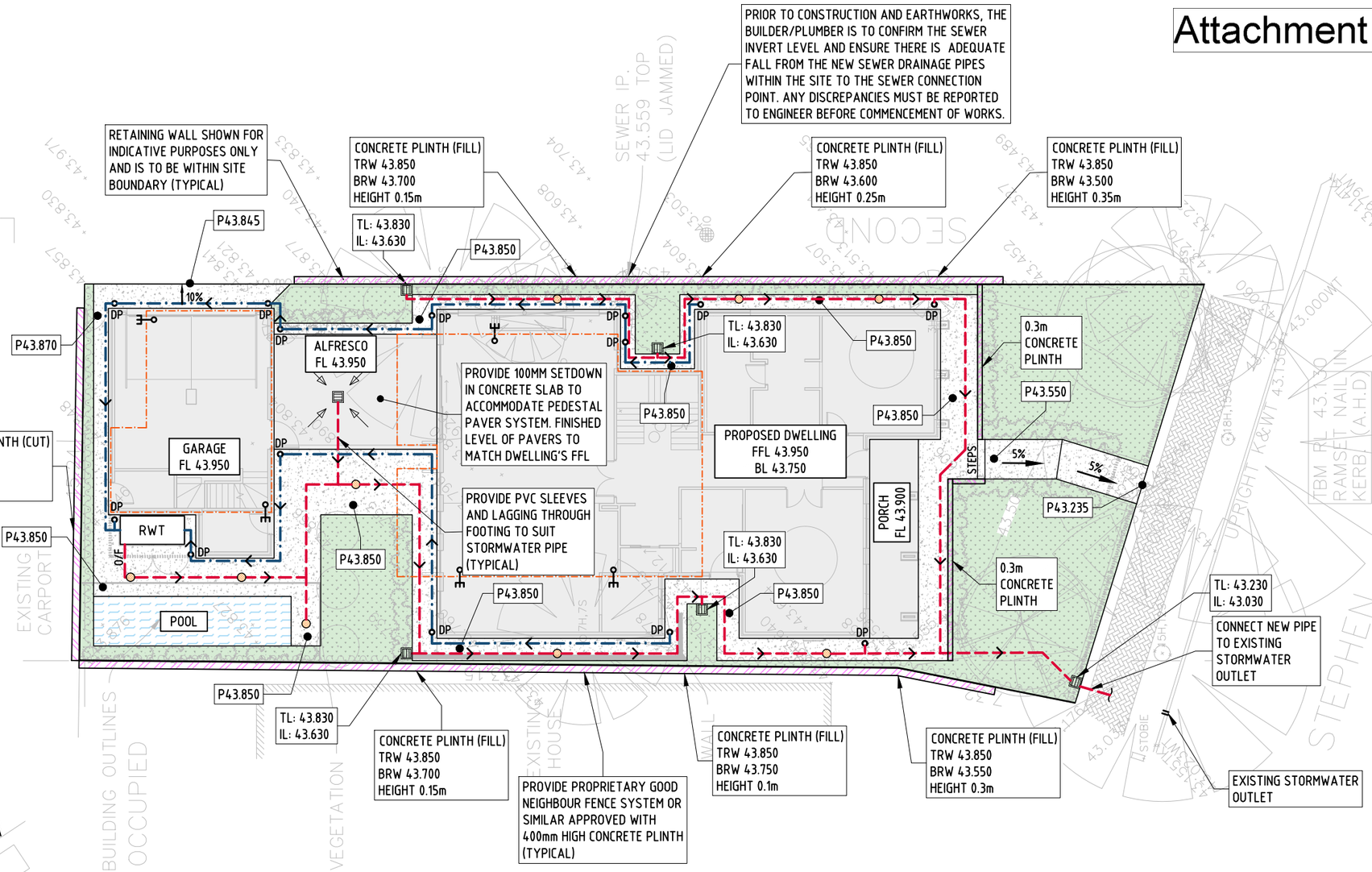
Attachment 1

LEGEND

- DP — ø90 DOWNPIPE
- IP — INSPECTION POINT
- TANK INLET PIPE BY SEALED SYSTEM ø90 UPVC
- SURFACE STORMWATER TO STREET WATER TABLE (GRAVITY FLOW @ 1 IN 200 Min.) ø90 UPVC (U.N.O.)
- O/F — TANK OVERFLOW PIPE TO STREET WATER TABLE ø90 UPVC
- DENOTES DIRECTION OF SURFACE FALL
- PROPOSED 300sq SUMP WITH CLASS A COVER (U.N.O.)
- 150ø GRATED SURFACE S/W SUMP (TYPICAL)
- DENOTES SPREADER DRAIN
- P XX.XX — DENOTES PROPOSED DESIGN LEVELS:

FFL	-	FINISHED FLOOR LEVEL
P	-	PLATFORM LEVEL
BL	-	BENCH LEVEL
EX	-	EXISTING LEVEL
IL	-	INVERT LEVEL
TL	-	TOP LEVEL
RW	-	RETAINING WALL HEIGHT
PR	-	PRAM RAMP
L	-	LANDSCAPING
TME	-	TO MATCH EXISTING

- RETAINING WALL/CONCRETE PLINTH
- TOP / BOTTOM — GRADE BANKS 1 IN 2 UNLESS NOTED OTHERWISE
- EXISTING TREE
- PERIMETER/DRIVEWAY PAVING
- DENOTES LANDSCAPING AREA, REFER ARCHITECTS DRAWINGS
- RWT — DENOTES 5000L RAINWATER TANK TO CAPTURE 80% AREA OF ROOF STORMWATER



SITEWORKS AND DRAINAGE PLAN
(1:200)

RAINWATER TANK NOTES:

RAINWATER TANK COMPLYING WITH PLANNING CODE DTS/DPF 1.1 AND AS3500

PROPOSED RESIDENCE	
SITE AREA	667 M^2
ROOF AREA	342 M^2 (51%)
PERVIOUS AREA	175 M^2 (26%)
IMPERVIOUS AREA	492 M^2 (74%)
ROOF AREA TO TANK	273 M^2 (80%)
RETENTION TANK	4000L
DETENTION TANK	1000L

80% OF ROOF AREA IS TO CONNECT TO THE COMBINATION TANK AND BE CONNECTED TO ONE TOILET AND EITHER A LAUNDRY COLD WATER OUTLETS OR HOT WATER SERVICE.

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ISSUED FOR APPROVAL

0 2000 4000 8000 12000

Full Size 1:200 ; Half Reduction 1:400
SCALE (mm)

REVISION	DATE	DETAILS	CHECKED
B	11.11.2025	ISSUED FOR APPROVAL	H.W.C
A	07.07.2025	ISSUED FOR APPROVAL	H.W.C

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DESIGNED:	H.W.C	DATE:	JUL'25
DRAWN:	Y.S.T	SHEET SIZE:	A3

PROJECT
PROPOSED RESIDENCE
AT 7 STEPHEN TERRACE, ST PETERS
FOR HBC HOMES

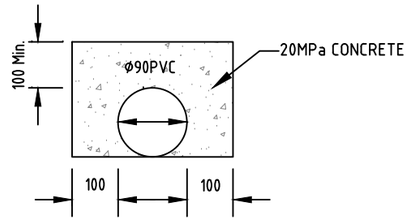
SHEET TITLE
SITEWORKS AND DRAINAGE PLAN

PROJECT No.	DRAWING	REVISION
HWC-64222-6	C03	B

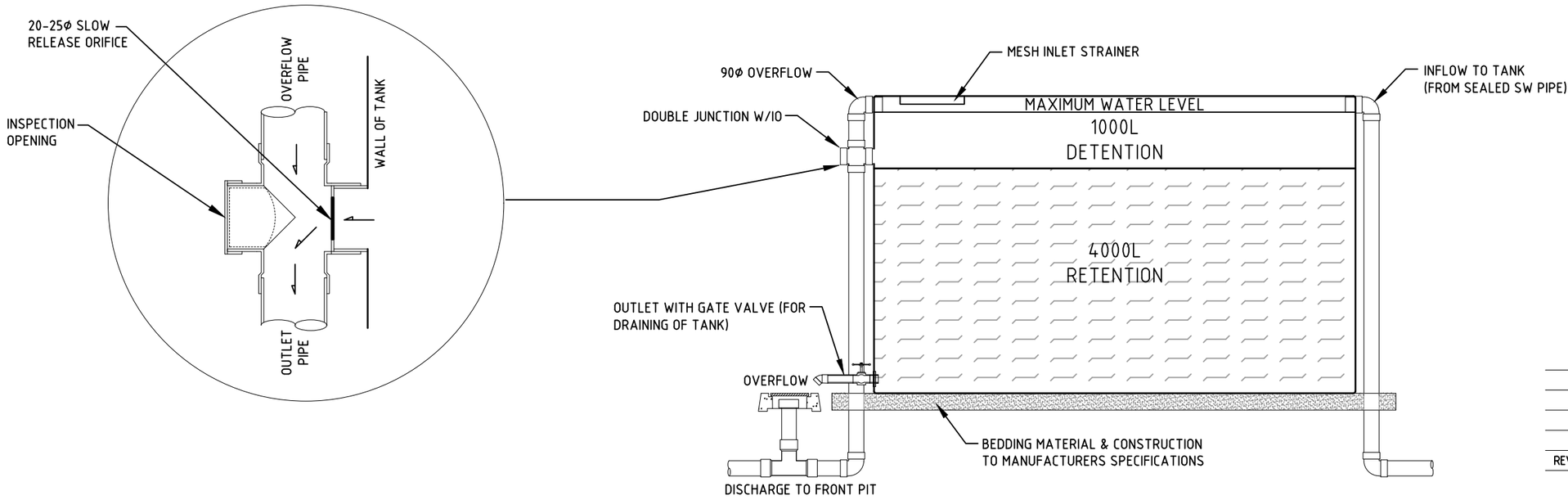
Attachment 1

NOTES:

1. THE MAXIMUM HEIGHT OF ANY RAINWATER TANK IS 2.4M.
2. ALL STORMWATER/DRAIN WITHIN DRIVEWAY WITH COVER LESS THAN 3xDIAMETER TO BE CONCRETE ENCASED.
3. PROVIDE 20-25ø mm SLOW RELEASE ORIFICE AS DTS/DPF 1.1 RECOMMENDATION.
4. SEAMLESS AUTOMATIC SWITCHING - A SUITABLE DEVICE MUST BE INSTALLED SO THAT SUPPLY AUTOMATICALLY SWITCHES BETWEEN RAINWATER AND ALTERNATIVE SUPPLY (TYPICALLY MAINS WATER) TO ENSURE A RELIABLE SUPPLY SYSTEM.
5. MOSQUITO CONTROL - TANKS NEED TO BE ADEQUATELY SCREENED.
6. BACKFLOW PREVENTION - DEVICES MUST BE FITTED TO MINIMISE RISK OF BACKFLOW INTO MAINS WATER SYSTEMS, COMPLIANT WITH PLUMBING REGULATIONS.



CONCRETE ENCASEMENT DETAIL
(N.T.S)



RAIN WATER TANK DETAIL
(N.T.S)

REVISION	DATE	DETAILS	CHECKED
B	11.11.2025	ISSUED FOR APPROVAL	H.W.C
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DESIGNED:	H.W.C	DATE:	JUL'25
DRAWN:	Y.S.T	SHEET SIZE:	A3

PROJECT
PROPOSED RESIDENCE
AT 7 STEPHEN TERRACE, ST PETERS
FOR HBC HOMES

SHEET TITLE
RAINWATER TANK DETAIL

PROJECT No.	DRAWING	REVISION
HWC-64222-6	C04	B

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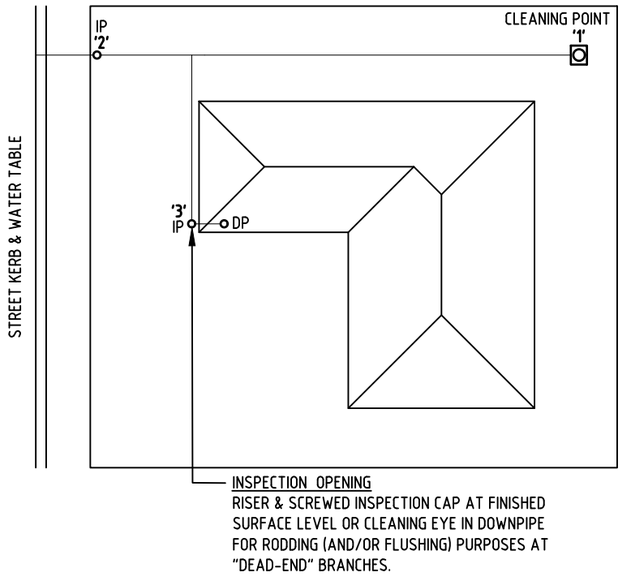
Full Size 1:200 ; Half Reduction 1:400
SCALE (mm)

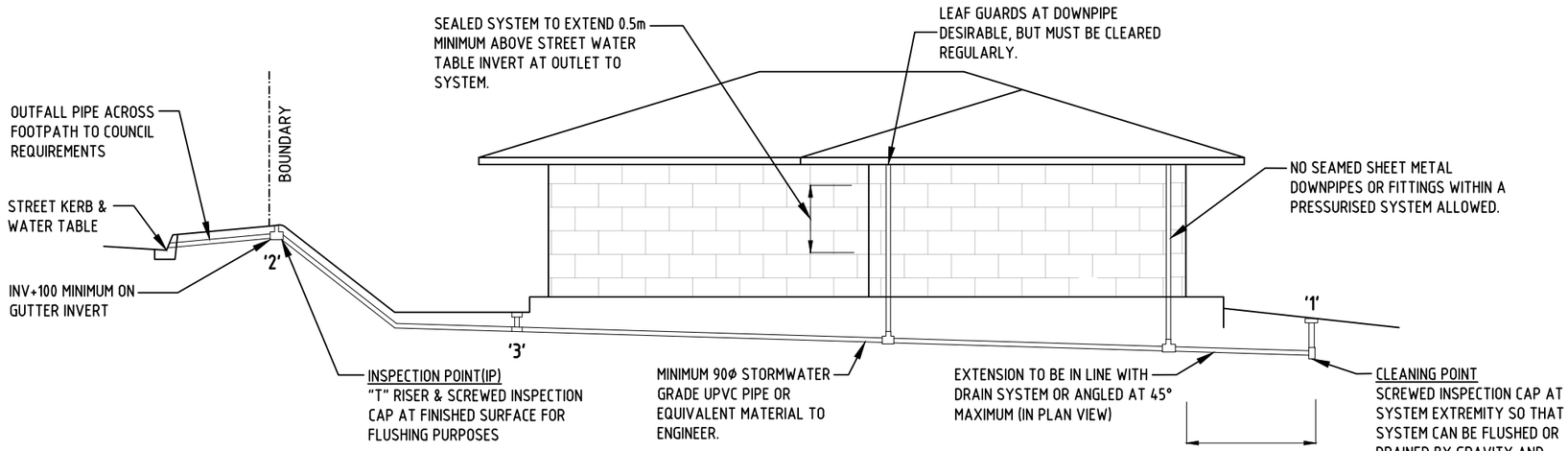
Attachment 1



INSPECTION OPENING
RISER & SCREWED INSPECTION CAP AT FINISHED SURFACE LEVEL OR CLEANING EYE IN DOWNPIPE FOR RODDING (AND/OR FLUSHING) PURPOSES AT "DEAD-END" BRANCHES.

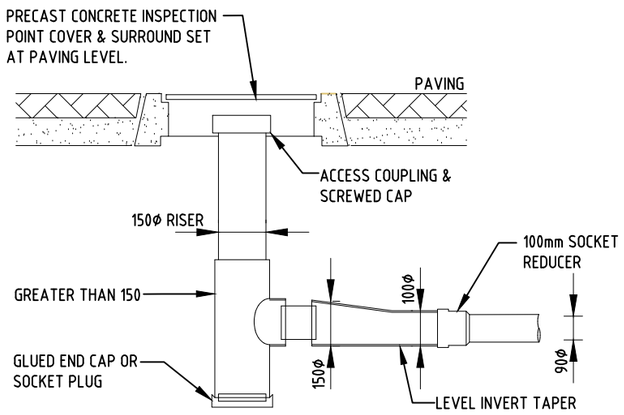
PLAN
(N.T.S)

NOTE:
- NO SURFACE INLETS (SUMPS OR GRATED INLET PITS) PERMITTED INTO SEALED SYSTEM.
- SEALED SYSTEM TO BE CONSTRUCTED TO PRESSURE LINE STANDARD (SOLVENT WELDED JOINTS FOR UPVC PIPE). PREFERABLY STATIC WATER TESTED BEFORE BACKFILLING.
- DUE TO POSSIBLE SERIOUS CONSEQUENCE OF BLOCKAGE OF THE SYSTEM BY SILT OR LEAF LITTER ETC., REGULAR FLUSHING AND MAINTENANCE (AT LEAST 4 TIMES PER YEAR) BY OWNER IS REQUIRED.



NOTE: ALL INTERNAL SYSTEM TO DRAIN TO LOW POINT AT EXTREMITY OF SYSTEM AT 1 IN 200 MINIMUM GRADE

ELEVATION
(N.T.S)



DETAIL
(N.T.S)

REVISION	DATE	DETAILS	CHECKED
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DESIGNED:	H.W.C	DATE:	JUL'25
DRAWN:	Y.S.T	SHEET SIZE:	A3

PROJECT
PROPOSED RESIDENCE
AT 7 STEPHEN TERRACE, ST PETERS
FOR HBC HOMES

SHEET TITLE
GENERAL CIVIL STANDARD DETAIL 1

PROJECT No.	DRAWING	REVISION
HWC-64222-6	C05	B

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ISSUED FOR APPROVAL

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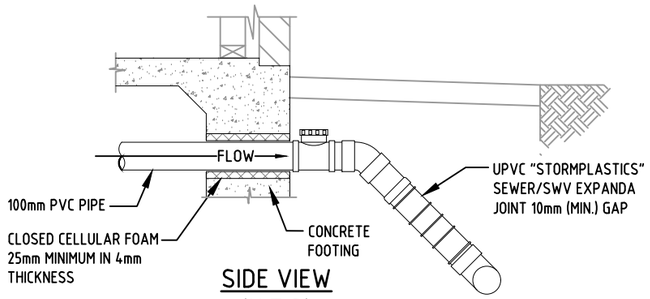
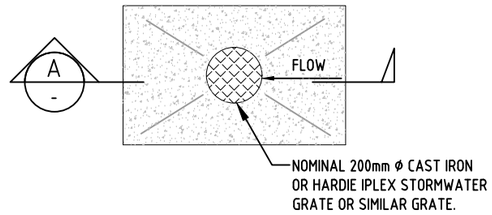
Full Size 1:200 ; Half Reduction 1:400
SCALE (mm)

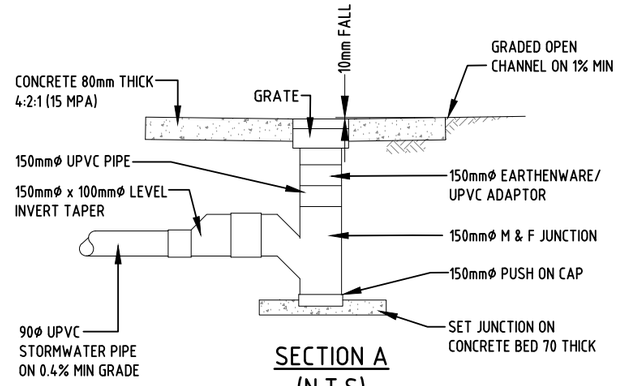
Attachment 1



SIDE VIEW
(N.T.S)



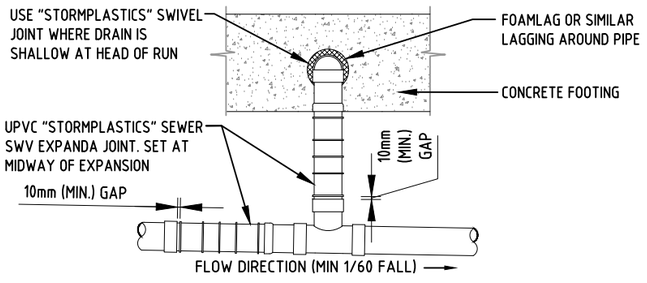
GRATE & APRON SURROUND PLAN
(N.T.S)



SECTION A
(N.T.S)

NOTE:
1. ADAPTOR SOCKET JUNCTION MAY BE REDUCED IN DEPTH TO RAISE LEVEL OF OUTLET PIPE.
2. LEVEL INVERT TAPER MAY BE ROTATED TO VARY LEVEL OF OUTLET PIPE.
3. ALL UPVC JOINTS TO BE SOLVENT WELDED.
4. DETAIL NOT TO BE USED WHERE LIKELY TO BE SUBJECTED TO VEHICULAR LOADINGS.
5. DETAIL SUITABLE ONLY FOR PITS AT TOP END OF DRAIN LINES.
6. NOT TO BE USED FOR OUTLET PIT FROM AGRICULTURAL DRAIN.

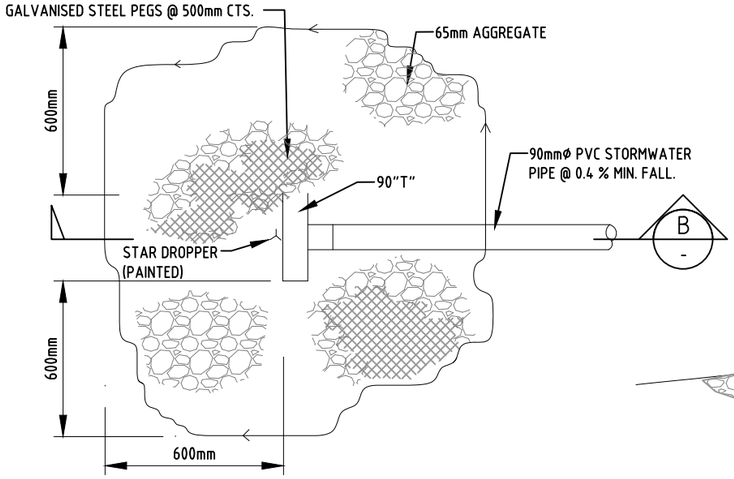
GRADED INLET PIT INSTALLATIONS DETAIL
(N.T.S)



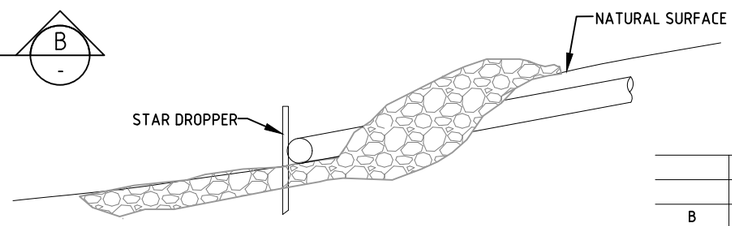
FRONT VIEW
(N.T.S)

NOTE:
WHERE FLEXIBLE CONNECTIONS ARE REQUIRED TO THE SEWERAGE PLUMBING IT IS OUR ADVICE TO INCLUDE EXPANSION TYPE FLEXIBLE COUPLINGS IN THE FOLLOWING POSITIONS, EXTERNAL TO THE BUILDING.
- FOR 'H' & 'E' SITES : AT EACH 100mm UPVC TAKE-OFF FROM THE DWELLING A FLEXIBLE COUPLING MUST BE FITTED TO THE VERTICAL OR INCLINED RISER FROM THE MAIN RUN (OR A PAIR OF SEWER DWV SWIVEL EXPANSION JOINTS BY STORM PLASTICS). AT EACH TAKE-OFF AN ADDITIONAL FLEXIBLE COUPLING IS TO BE FITTED TO THE POINT OF CONNECTION ONTO THE MAIN RUN ON THE DOWNSTREAM SIDE (REFER FRONT VIEW ABOVE).
- JOINTS SO FORMED MUST BE SEALED TO PROTECT AGAINST PLANT ROOT AND GRIME INTRUSION BY WRAPPING WITH DENSO TAPE OVER A 50mm LENGTH BEYOND THE JOINT ON EITHER SIDE. THE DENSO TAPE MUST BE LAID OUT IN STRAIGHT LENGTHS AND SPRINKLED WITH COPPER SULPHATE CRYSTALS PRIOR TO WRAPPING.

SEWER FLEXIBLE EXPANSION JOINT FOR REACTIVE SOILS
(N.T.S)



PLAN
(N.T.S)



SECTION B
(N.T.S)

SPREADER PIPE DETAIL
(N.T.S)

REVISION	DATE	DETAILS	CHECKED
B	11.11.2025	ISSUED FOR APPROVAL	H.W.C
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HWC ENGINEERS
STRUCTURAL & CIVIL CONSULTING
e: marcus@hwcengineers.com.au m: 0422 238 038

DESIGNED:	H.W.C	DATE:	JUL'25
DRAWN:	Y.S.T	SHEET SIZE:	A3

PROJECT
PROPOSED RESIDENCE
AT 7 STEPHEN TERRACE, ST PETERS
FOR HBC HOMES

SHEET TITLE
GENERAL CIVIL STANDARD DETAIL 2

PROJECT No.	DRAWING	REVISION
HWC-64222-6	C06	B

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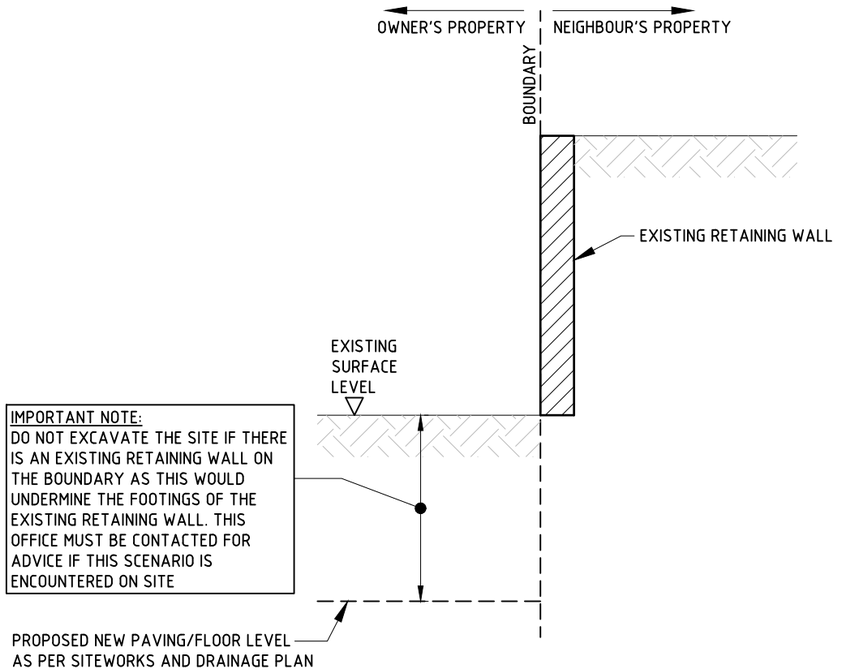
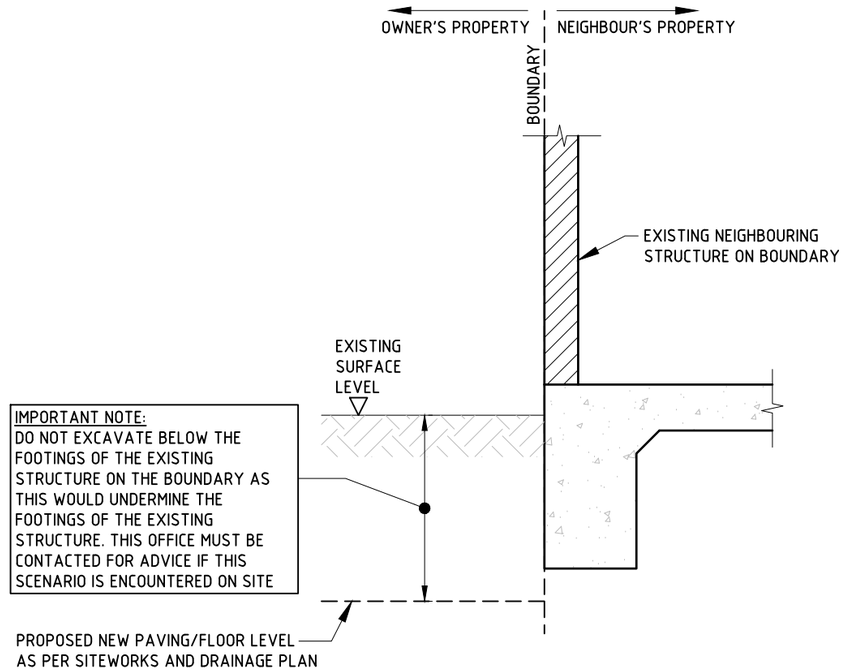
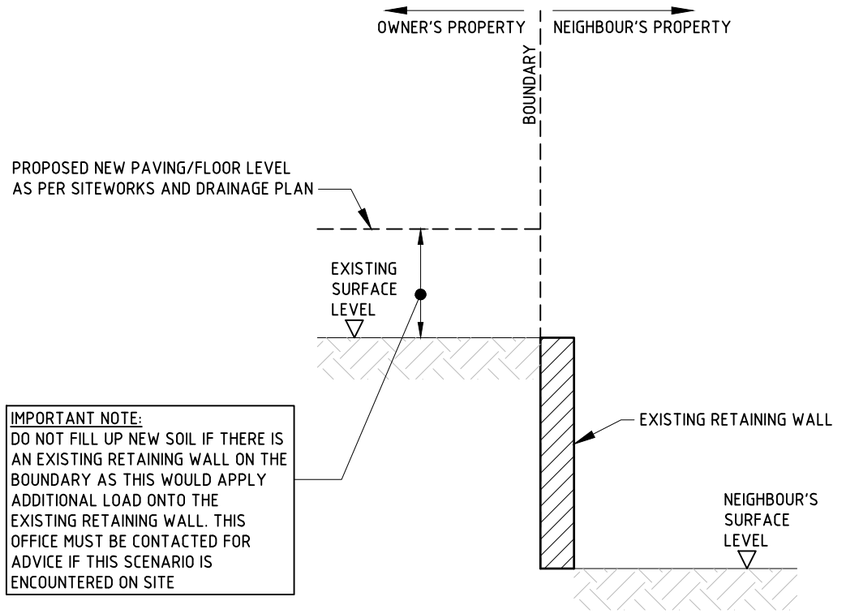
Full Size 1:200 ; Half Reduction 1:400
SCALE (mm)

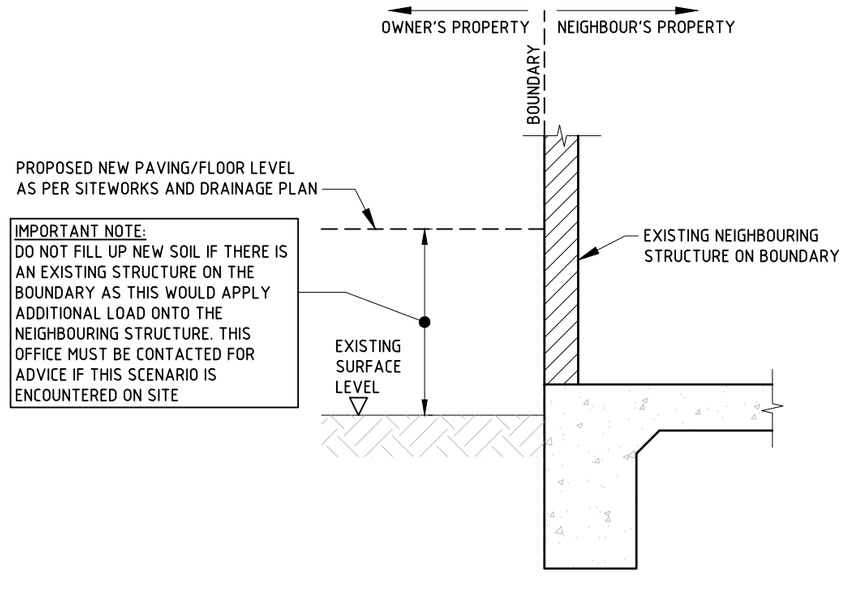
Attachment 1





EXCAVATION OF SOIL ON BOUNDARY (NTS)





FILLING OF SOIL ON BOUNDARY (NTS)

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ISSUED FOR APPROVAL

0 200 400 800 1200

Full Size 1:20 ; Half Reduction 1:40
SCALE (mm)

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DESIGNED:	H.W.C	DATE:	JUL'25
DRAWN:	Y.S.T	SHEET SIZE:	A3

PROJECT

PROPOSED RESIDENCE
AT 7 STEPHEN TERRACE, ST PETERS
FOR HBC HOMES

SHEET TITLE

ADDITIONAL CIVIL DETAILS

PROJECT No.	DRAWING	REVISION
HWC-64222-6	C07	B

November 13, 2025

Ned Feary
City of Norwood, Payneham and St Peters
Via: The PlanSA Portal

Dear Ned,

RE: 7 STEPHEN TERRACE, ST PETERS

We act for Nic Design Studio (**Proponent**). The Proponent seeks planning consent (**consent**) from the City of Norwood, Payneham and St Peters (**Council**) to construct a detached dwelling consisting of two "building levels", as well as an ancillary front fence and swimming pool (**proposed development**) at 7 Stephen Terrace, St Peters (**site**).

The purpose of this statement is to describe the site and the proposed development, and to outline why the proposed development should be consented to.

The Site

The site (formally referred to as Allotment 1 on Filed Plan 125083) has a primary frontage to Stephen Terrace of 17.75 metres, a secondary frontage to Second Lane of 45.34 metres and an area of 665 square metres or thereabouts.

The site currently contains a single storey detached dwelling, which has recently been approved for demolition (refer to DA 25015527). A Brush Cherry (*Syzygium paniculatum*) on the site has also been approved for removal (refer to DA 25015531). A European Nettle (*Celtis australis*) remains on the site, however its removal does not require development approval.

The locality is predominantly made up of single storey dwellings which exhibit a variety of architectural styles and appear to have been constructed over differing time periods.

Zoning

The site is in the Established Neighbourhood (**EN**) Zone and captured by the following Overlays:

- Airport Building Heights (Regulated);
- Future Road Widening;
- Historic Area;
- Prescribed Wells Area;
- Regulated and Significant Tree;
- Stormwater Management;
- Traffic Generating Development;
- Urban Transport Routes;
- Urban Tree Canopy.

The Proposed Development

The proposed development involves the construction of a detached dwelling consisting of two “building levels”, as well as an ancillary front fence and a swimming pool.

The internal layout of the proposed dwelling includes:

- a lower level featuring a master bedroom with a walk-in robe and ensuite, a formal lounge, a laundry, a water closet, an open plan living, dining and kitchen, an alfresco and a garage with an ancillary pool toilet; and
- an upper level featuring a second master bedroom with an ensuite and walk-in robe, a study/activity room, two bedrooms, a rumpus and a bathroom above the garage.

A swimming pool is proposed in the rear yard.

The proposed dwelling will be constructed from a variety of materials, including face brickwork, grooved wall cladding and stone for the external walls, grooved Colorbond roof sheeting, aluminium-framed window and door frames and a feature steel garage door. A rendered depiction of the proposed dwelling is provided in **Figure 1** below.



Figure 1 *Render of the proposed dwelling, as viewed from Stephen Terrace when facing north-east*

Procedural Matters

Planning and Design Code Version

At the time of preparing this statement, the relevant version of the Planning and Design Code (**Code**) was consolidated on October 23, 2025 (Version 2025.20).

Due to ongoing amendments, the version of the Code used to prepare this statement may not be the relevant version at the time of lodgement of the application. To the extent of any inconsistency, the version of the Code at the time of lodgement will be relevant for the processing and assessment of the application.

Verification

For the purposes of Regulation 31(1)(a), (b) and (c) of the *Planning, Development and Infrastructure (General) Regulations 2017* (***PDI (General) Regulations***), the following applies:

Table 1 *Verification snapshot*

Verification matter	**Comment**
Nature of Development	Construction of a detached dwelling consisting of two "building levels", and an ancillary front fence and swimming pool
Elements	Detached Dwelling Fence Swimming Pool
Category of Development	Code assessed – Performance assessed
Relevant Authority	Council Assessment Panel at the City of Norwood, Payneham and St Peters

Notification

Pursuant to Section 107(6) of the *Planning, Development and Infrastructure Act 2016*, the Code may exclude specified classes of development from the requirement to undergo notification. Accordingly, Table 5 of the EN Zone specifies classes of performance assessed development that are excluded from notification, as follows:

Table 2 *Table 5 – Procedural Matters (excerpt) of the EN Zone*

Class of Development **(Column A)**	**Exceptions** **(Column B)**
3. Any development involving any of the following (or of any combination of any of the following): … (b) dwelling	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).

We note that the maximum building height specified in Designated Performance Feature (**DPF**) 4.1 of the EN Zone is one “building level”. As the proposed dwelling will have an overall building height of two “building levels” and approximately 7.6 metres, the application to which it relates must be notified unless, of course, the proposed development is deemed to be of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site.

The Merits

We have concluded from our assessment that the proposed development satisfies the vast majority of the relevant policies of the Code and is worthy of consent. In support of our conclusion, we wish to highlight the following:

- Residential development is entirely consistent with Performance Outcome (**PO**) 1.1 and DPF 1.1 of the EN Zone, and contributes to the desired outcome for the EN Zone. Specifically, PO 1.1 of the EN Zone anticipates *"Predominantly residential development… compatible with the established development pattern of the neighbourhood.*
- The proposed dwelling is largely consistent with the relevant quantitative policies of the EN Zone. For example, it will:
  - » comply with DPF 5.1 of the EN Zone, as it will be set back between 9.1 and 10.2 metres from Stephen Terrace. This is consistent with the setback of the adjacent dwelling to the north-west at 9 Stephen Terrace, St Peters, which is set back between 7.2 and 9.9 metres;
  - » have appropriate secondary street and side boundary setbacks which comply with DPFs 6.1 and 8.1 of the EN Zone;
  - » be surrounded by private open space that is functional and exceeds the expectations of *Table 1 – Private Open Space* of the Design in Urban Areas Section of the Code insofar as it will have:
    - an overall area of 60 square metres; and
    - an area with a minimum dimension of 3.0 metres; and

    The private open space will also be directly accessible from the open plan kitchen, dining and living area on the lower level, as sought by Table 1; and
  - » come equipped with more than two on-site car parking spaces, which complies with *Table 1 – General Off-Street Car Parking Requirements* of the Transport, Access and Parking Section of the Code.
- Although the site coverage of the proposed dwelling exceeds the prescribed measure by 4.6 percent, it satisfies the intent of PO 3.1 of the EN Zone by:
  - » maintaining setbacks that reflect the character of the area, noting that the secondary street and side boundary setbacks comply with the relevant policies;
  - » providing an attractive streetscape with over 60 percent of the soft landscaping forward of the building line; and
  - » ensuring that neighbouring dwellings, as well as the proposed dwelling itself, receive adequate sunlight.
- In relation to building height, whilst the proposed dwelling will be 1.6 metres taller than anticipated, the following should be taken into consideration when determining whether its height is acceptable in this instance:
  - » Firstly, the broader locality includes examples of recently constructed dwellings and additions featuring two building levels, with the upper level positioned toward the rear and largely concealed behind the front gable when viewed from the primary street. This approach has been adopted by the Proponent;
  - » Secondly, the relevant Historic Area Statement (**HAS**), specifically *The Avenues Historic Area Statement (NPSP20)*, acknowledges that two-storey dwellings may be appropriate in certain locations. Whilst these locations are not explicitly defined, they are likely intended to minimise impacts on adjoining properties. In this case, the site's entire south-eastern boundary is sited adjacent Second Lane, which functions as the rear boundary for the

adjacent allotments to the south-east. Consequently, any visual or overshadowing impacts resulting from the second building level will be negligible.

» Thirdly, it is noted that PO 4.2 of the EN Zone and the corresponding DPF, namely DPF 4.2, provide guidance with respect to the design of upper levels for additions to existing dwellings. In short, an upper-level addition satisfies the relevant DPF should it not:

- include any development forward of the front façade building line; or
- project beyond a 45-degree angle as measured from the ground level building line of the existing dwelling to which it relates.

Based on this policy, it is clear that the EN Zone contemplates the construction of upper levels. Furthermore, the above policy provides clear and specific design guidance as to how these upper levels should be sited and designed.

As seen within **Figure 2** below, the upper level of the proposed dwelling has been designed to comply with DPF 4.2, in that it will be set back behind the building line and will not project beyond a 45-degree angle.

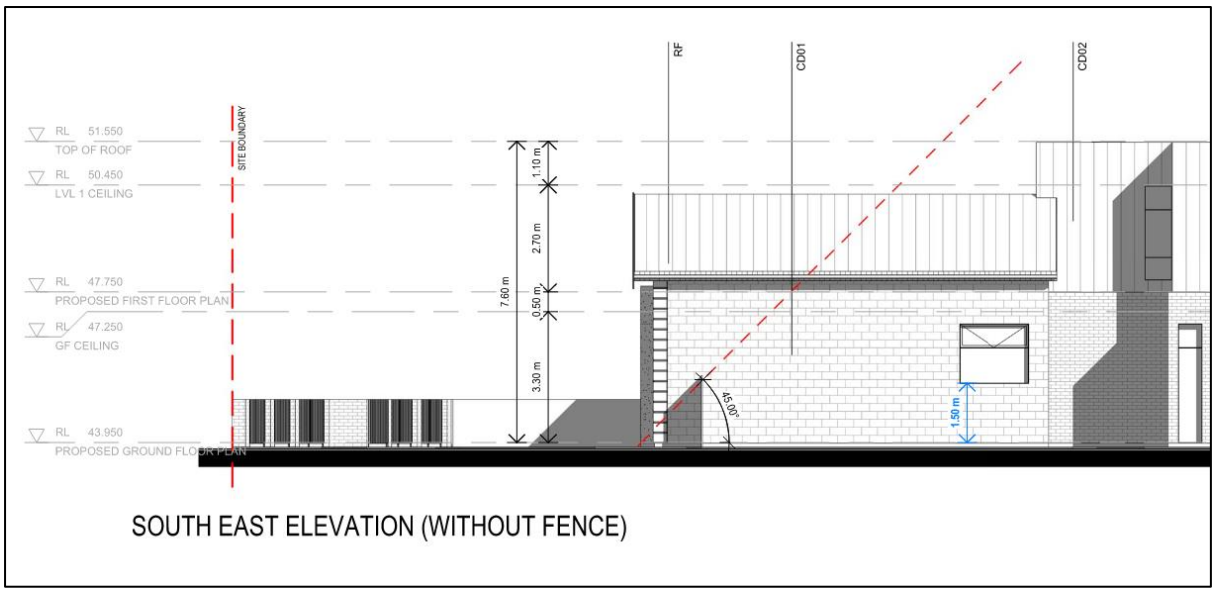


***Figure 1** Extract of drawing SD005 of the application plans detailing the 45-degree setback of the upper level*

- The garage has been designed to be accessed via the laneway, ensuring it remains obscured from the primary street and thereby satisfying PO 10.1 of the EN Zone. Whilst the garage component of the proposed dwelling does not strictly comply with the rear setback outlined in DPF 9.1, being 4.0 metres at the lower level and 6.0 metres at the upper level, it nonetheless achieves the intent of PO 9.1 for the following reasons:

» Firstly, to maintain an attractive street frontage and create a functional layout, the garage will be positioned directly adjacent to existing garages and carports at 9 Stephen Terrace and 45 Second Avenue, St Peters, ensuring consistency with the established built form. Furthermore, this structure will not compromise access to natural light or ventilation for neighbouring properties, as confirmed by the accompanying shadow diagrams;

» Secondly, as outlined above, the proposed dwelling will be provided with a substantial amount of private open space, exceeding 128 square metres;

» Thirdly, the proposed development incorporates more than 175 square metres of soft landscaping, equating to 26.3 percent of the site area, thereby complying with DPF 22.1 of the Design in Urban Areas Section of the Code.

- The proposed dwelling is consistent with the attributes of the HAS (NPSP20), as it will:
  - » be oriented to the primary street, with Second Lane utilised for garage access;
  - » present as a single storey dwelling to the primary street, with the upper level positioned behind the front gable, effectively concealing it from Stephen Terrace;
  - » feature a design that represents a contemporary interpretation of a traditional Villa, one of the predominant dwelling styles from the area's historic era;
  - » consist of materials typically associated with character dwellings, including a blend of stone and brick walling;
  - » comprise of front fencing which consists of open elements with a maximum height of 1.2 metres; and
  - » provide extensive landscaping forward of the dwelling.
- The proposed development represents a high-quality built form outcome for both the streetscape and for the future occupants, noting that:
  - » the proposed dwelling incorporates windows and an entry door facing the public road network which encourages passive surveillance and provides a legible entry point for visitors, as sought by POs 17.1 and 17.2 of the Design in Urban Areas Section of the Code;
  - » the proposed dwelling makes a positive contribution to the streetscape, thus satisfying PO 20.2 of the Design in Urban Areas Section of the Code, with the inclusion of differing building lines, a porch and a mix of materials;
  - » the main living area will have an external outlook to private open space to provide a high standard of amenity for future occupants, as sought by PO 18.1 of the Design in Urban Areas Section of the Code.
- The proposed dwelling will incorporate pedestrian access along both sides, which will allow for the storage of waste bins in a manner that is screened from public view, as sought by PO 24.1 of the Design in Urban Areas Section of the Code.
- The fences and retaining walls are of a height to maintain privacy between the site and neighbouring allotments, and will not unreasonably impact visual amenity or access to sunlight, as sought by PO 9.1 of the Design in Urban Areas Section of the Code.

If you have any queries or concerns regarding the proposed development, please do not hesitate to contact me.

Yours sincerely,



Mark Troncone
Senior Consultant

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: September 1, 2025

Government of South Australia
Department for Housing and Urban Development



Disclaimer: The information provided above, is not represented to be accurate, current or complete at the time of printing this report. The Government of South Australia accepts no liability for the use of this data, or any reliance placed on it.

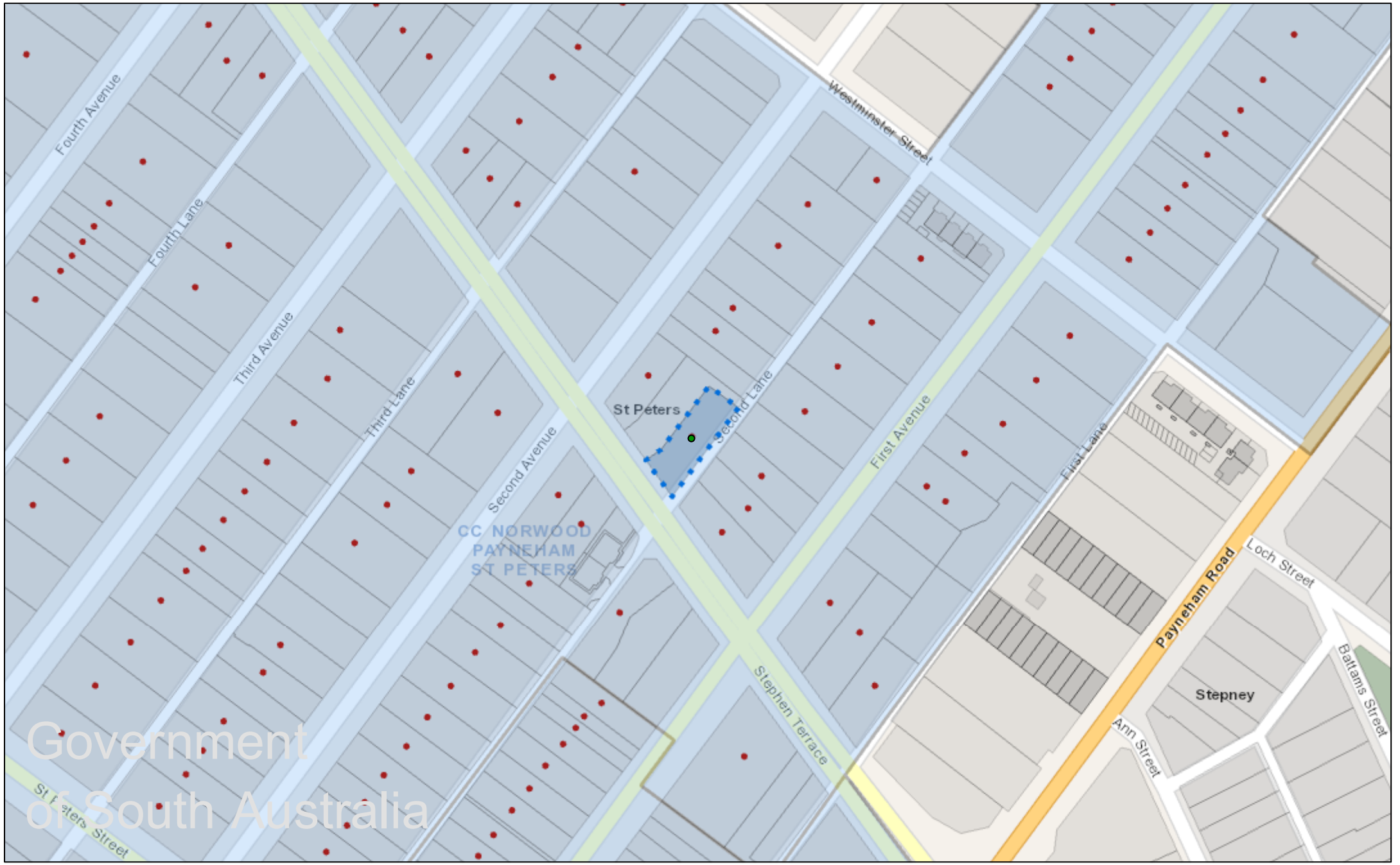
SAPPA Report

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

Attachment 3

Date created: September 1, 2025

Government of South Australia
Department for Housing and Urban Development



Disclaimer: The information provided above, is not represented to be accurate, current or complete at the time of printing this report. The Government of South Australia accepts no liability for the use of this data, or any reliance placed on it.

Details of Representations

Attachment 4

Application Summary

Application ID	25036080
Proposal	Construction of a two-storey detached dwelling, with associated swimming pool and fencing (including masonry pillar front fence)
Location	7 STEPHEN TCE ST PETERS SA 5069

Representations

Representor 1 - Louise Byer

Name	Louise Byer
Address	
Submission Date	17/03/2026 03:20 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 have reviewed Application ID 25036080, 7 Stephen Terrace St Peters. I make the following concerns; South East Elevation shows window in two storey Junior Master 1 at 1500mm above floor level. This window provides overlooking into my backyard. On plan the notes call for opaque glazing, I would appreciate this window to be required to remain opaque glazing and not have any change to this opaque or similar finish, eventhough, when the window is open it still provides potential overlooking to my backyard which does not preserve my privacy. Second Lane is a narrow one-vehicle ingress and/or egress thoroughfare, meaning, two cars cannot pass each other at the sametime. I am concerned and it is of utmost importance to me that Builder, Contractors, do not park or block Second Lane during this build. I understand deliveries must be made, deliveries usually occur timely and then move on, whereas Workers, Contractors remain on site many hours. My garage shares Second Lane with several other residents and I require the freedom of use. I ask that Council and/or PlanSA notify the Builder to advise that parking in Second Lane is not permitted. I thank you for your time reading and considering my concerns. This application reads a thoughtful plan and I wish the applicant a successful build. Yours sincerely

Attached Documents

SECOND-LANE-SHOWING-HOW-NARROW-1595062.jpg

Attachment 4



Representations

Attachment 4

Representor 2 - ST PETERS RESIDENTS ASSOCIATION INCORPORATED

Name	ST PETERS RESIDENTS ASSOCIATION INCORPORATED
Address	
Submission Date	18/03/2026 12:52 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 Refer to the attached submission	

Attached Documents

DA-25036080-7-STEPHEN-TCE-ST-PETERS-1595356.pdf

ST PETERS RESIDENTS ASSOCIATION INC.

E-mail : info@stpeters.asn.au **ABN 86 794 177 385**

Representing the Residents of St Peters, College Park, Hackney, Stepney, Maylands, Evandale & Joslin.

Development Application 25036080
Construction of a two-storey detached dwelling, with associated swimming pool and fencing (including masonry pillar front fence)

The St Peters Residents Association has several concerns on this proposed development, including: -

Setback DTS/DPF 5.1
The development does not appear to conform to this provision as it is further forward on the site than the neighbouring properties.

PO 10.2
The appearance when viewed from the street is not sympathetic to the wall heights, of the predominant housing in the area.

Historic Area Overlay.
PO 2.3
The front window opening dimensions and verandah do not conform to the prevailing characteristics in the historic area.

PO 2.4
The front setback is not consistent with the pattern in the historic area.

PO 2.5
The materials are not consistent with those in the historic area, in particular: -
The windows on the front are aluminium rather than the traditional timber framed.
The roof sheeting does not appear on the drawings to be the traditional corrugated sheeting.
The proposed Aleena Splitface Quartz Stone Crazy Pave is not consistent with the historic stone façade materials.

We wish to be heard at the Council Assessment Panel Meeting when this matter is considered.

Yours faithfully,

St Peters Residents Association
David Cree
Vice-President

LANDMARK
PLANNING ADVISORS

landmarkplanning.com.au

188 Greenhill Road, Parkside | 0402 778 373

LANDMARK
PLANNING ADVISORS

March 23, 2026

Ned Feary
City of Norwood, Payneham & St Peters
Via: The PlanSA Portal

Dear Ned,

RE: DA 25036080 – RESPONSE TO REPRESENTATIONS

I have been instructed by the Applicant, HBC Homes, to respond to the assertions made, and the concerns raised, by the following representors:

- Louise Byer of 60 First Avenue, St Peters, who has provided qualified support of the proposed development (**Representor 1**); and
- David Cree of 12 St Peters Street, St Peters on behalf of the St Peters Residents' Association Inc, who is opposed to the proposed development (**Representor 2**).

Representor 2 has indicated that they wish to be heard by the Council Assessment Panel (**CAP**).

My responses are set out, in no particular order, below.

Privacy

Representor 1 raised a concern regarding potential overlooking from the junior master bedroom window at second-floor level along the eastern side of the proposed dwelling. It was noted that the window includes opaque glazing to a height of 1.5 metres, and the representor requested that this treatment be retained and not altered.

In response to this concern, I would like to highlight that:

- as outlined in PO 10.1 of the Design in Urban Areas Section of the Planning and Design Code (**Code**), the intent is to mitigate, rather than prevent, overlooking;
- as highlighted on the plans, the window will be obscured with opaque glazing, to a height of 1.5 metres, which complies with DPF 10.1 of the Design in Urban Areas Section of the Code; and
- the Applicant is amenable to the opaque glazing forming a condition of the consent, should Planning Consent be granted.

Construction

Representor 1 made comments regarding the construction process, in particular potential impacts of car parking and road closures along Second Lane during construction.

In response, it is noted that construction activity, including matters such as noise and site management, is regulated under the *Local Nuisance and Litter Control Act 2016* and does not constitute a relevant planning consideration.

That said, the Applicant acknowledges these comments and is committed to minimising disruption where possible. The building contractor will provide advanced notification to surrounding property owners prior to any significant works commencing and will remain available for contact throughout the construction process.

Front Setback

Representor 2 asserts that the front setback of the proposed dwelling does not satisfy the relevant policies, specifically DPF 5.1 of the Established Neighbourhood (**EN**) Zone and PO 2.4 of the Historic Area Overlay (**HAO**).

For clarity, Council's Local Heritage Advisor (**LHA**), David Brown of BB Architects, reviewed the initial dwelling design and did not raise any concerns regarding the proposed front setback, which has remained unchanged. His comments were as follows:

> *"The front setback varies as the dwelling is set parallel to the lane rather than Stephen Terrace. The non original dwelling to the west has the same orientation with similar setbacks.*
>
> *Traditional dwellings on Stephen Terrace are either parallel to the road (as was the now demolished dwelling) or parallel to the sides of the properties. There appears to be no logic as to which way dwellings face, so the change in orientation of the new dwelling compared to the old is probably not significant."*

Having regard to the advice of Council's LHA, it is considered that the front setback is acceptable in this instance and consistent with the intent of the above-mentioned policies.

Dwelling Design and Appearance

Representor 2 raised a number of concerns regarding the design of the proposed dwelling, including wall heights, window opening dimensions, verandah design, and the materiality of the windows, roofing, and stone cladding.

In response, it is noted that since the initial lodgement of the application, the Applicant has worked extensively with Council's LHA to achieve a design that is both contextually appropriate and supportable, with particular emphasis on the upper level. The original design presented the upper level as a separate element set behind the front gable, however, Council expressed a preference for the upper level to be integrated within the roof form, particularly due to its visibility from Second Lane.

As a result, the design was comprehensively revised. Key elements including wall and roof heights, window openings, and the verandah were carefully reviewed and amended throughout this process. These changes were undertaken in direct consultation with Council staff and the LHA, and have been carried out to their satisfaction.

A comparison between the initial and revised designs is provided in Figures 1 and 2 overleaf.

With regard to materiality, it is noted that:

- the use of aluminium-framed windows was not identified as a concern by Council staff or the LHA during the assessment of the application;
- the roof sheeting was amended in accordance with the LHA's recommendation, changing from a modern decking profile to corrugated roof sheeting; and
- the use of *Aleena Splitface Crazy Pave* stone cladding along the front façade was considered acceptable by Council's LHA.



Figure 1 *Render of the initial design of the proposed dwelling, as viewed from Stephen Terrace looking north-east.*



Figure 2 *Render of the revised design of the proposed dwelling, as viewed from Stephen Terrace looking north-east.*

Summary

Given that Representor 2 has indicated their intention to address the CAP in relation to this matter, please note that I have been instructed by the Applicant to attend the forthcoming meeting and to speak on their behalf.

Yours sincerely,



Mark Troncone
Director

HERITAGE IMPACT REPORT

bbarchitects

PROPERTY ADDRESS:	**7 Stephen Terrace St Peters**
APPLICATION NUMBER:	**25036080**
DATE:	24 March 2026
PROPOSAL:	New two level detached dwelling
HERITAGE STATUS:	HISTORIC AREA OVERLAY THE AVENUES HISTORIC AREA OVERLAY
HERITAGE ADVISOR:	David Brown, BB Architects
PLANNER:	Ned Feary

City of Norwood Payneham & St Peters



ADVICE SOUGHT

No pre Planning Consent advice has been sought from Council's Heritage Advisor by the applicant. I have provided a report on the lodged scheme, then met with the applicant and provided advice to assist with modifying the design so it better suited the context. Some of these comments were included in the revised design.

DESCRIPTION

The previous building on the site has been removed, so the site is now empty. The site is in the Established Neighbourhood Zone, within the Avenues Historic Area Overlay.

PROPOSAL

The proposal is for a new two-level detached dwelling with new front fence, rear garaging accessed off the lane, and a swimming pool. The design of the dwelling appears to be based on a Villa with a double fronted form, with a projecting room and verandah, though in a contemporary style.

COMMENTS

The revised design is a considerable improvement on the earlier proposal, but there are still some elements that are of concern in this context.

SETBACKS

The front setback varies as the dwelling is set parallel to the lane rather than Stephen Terrace. The non original dwelling to the west has the same orientation with similar setbacks.

Traditional dwellings on Stephen Terrace are either parallel to the road (as was the now demolished dwelling) or parallel to the sides of the properties. There appears to be no logic as to which way dwellings face, so the change in orientation of the new dwelling compared to the old is probably not significant.

The roughly 1m side setbacks are typical in this area where rear access is available.

FORM

The revised design now contains most of the two level nature within the roof space, except for a modern dormer window facing into the lane, and a portion of the side if the upper level visible over the hipped roof at the front of the dwelling. Given the effort in hiding the rest of the upper level, this small portion seems incongruous and not well resolved.

As the area is has a single level TNV, the visibility of the upper level is still a concern in this area where the vast majority of buildings present as single storey.

The revised roof form is now of a consistent pitch for the visible sections, and the roof slope has been increased to assist with hiding the upper level. There are still some unusual elements with the eaves overhang to the front of the hipped roof around 1.8m forward of the front façade, meaning almost all of the verandah is under the main roof. This is something that was raised with the earlier design, but I assume not amended as it would reduce the available upper floor area. This detail is not a typical or traditional response, so is not appropriate in this context where dwellings have consistent eaves overhangs where visible from the street.

The eaves height is set at 3.8m above floor level, which is slightly higher than traditional dwellings in the area, but given the lack of adjacent historic dwellings, this is probably acceptable.

With the revised design the solid masonry front verandah still appears to sit almost entirely under the overly large roof overhang. Solid heavy verandahs are not a typical or traditional design detail in this area, but could be acceptable if it was not covered by the roof overhang and modified somewhat. The verandah height is a concern as well with the underside sitting at 3.1m above floor level, rather than the much lower traditional verandahs in the area.

The main front gable design has been modified and is still unusual, but at least now looks more in proportion. The overly large windows are somewhat out of context in this area, presenting a large area of glass to the street. The large windows under the verandah are also not overly traditional, but as they are mostly hidden by the heavy verandah will have less of an impact on the streetscape.

MATERIALS AND COLOURS
The roof material has been changed to a traditional deep corrugated steel profile, which is a good outcome.

The revised front façade design is clad in stone veneer with rendered dressings. This is generally an acceptable outcome.

FENCING
The proposed front fence is a masonry pier and metal blade infill design at 1.2m high. This is quite modest and a positive outcome in this context. The pillars are noted as sandstone clad, but there is no further information on the product selected.

The side fences are noted as Smartscreen profile, a contemporary angular fencing profile. Side fences in this historic area were traditionally corrugated in profile if they were metal. This profile should be changed to corrugated. This item could be conditioned.

CONCLUSION
While the applicant has modified the design considerably, the upper level will still be visible particularly when viewed from the west and down the lane. The are also still quite a few design elements that will not sit well in this historic area as noted above. At this stage, I still believe the design needs more modifications before it would be considered an acceptable infill dwelling in this historic area.

5.4 DEVELOPMENT NUMBER – ID 25040620 - SOPHIE WILKINSON - 14 HANSON AVENUE HEATHPOOL SA 5068

DEVELOPMENT NO.:	25040620
APPLICANT:	Sophie Wilkinson
ADDRESS:	14 HANSON AV HEATHPOOL SA 5068
NATURE OF DEVELOPMENT:	Dwelling alterations & additions (including partial demolition), alterations & additions to outbuilding and above ground swimming pool with attached decking and associated safety features
ZONING INFORMATION:	**Zones:** • Established Neighbourhood **Overlays:** • Airport Building Heights (Regulated) • Character Area • Local Heritage Place • 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 10m; semi-detached dwelling is 9m; group dwelling is 18m) • Minimum Site Area (Minimum site area for a detached dwelling is 400 sqm; semi-detached dwelling is 400 sqm; group dwelling is 400 sqm) • Maximum Building Height (Levels) (Maximum building height is 2 levels) • Minimum Side Boundary Setback (Minimum side boundary setback is 1.5m for the first building level; 3m for any second building level or higher) • Site Coverage (Maximum site coverage is 50 per cent)
LODGEMENT DATE:	14 Jan 2026
RELEVANT AUTHORITY:	Assessment panel at City of Norwood Payneham & St. Peters
PLANNING & DESIGN CODE VERSION:	P&D Code (in effect) Version 2025.22 18/12/2025
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	Yes
RECOMMENDING OFFICER:	Kieran Fairbrother, Senior Urban Planner
REFERRALS STATUTORY:	Nil
REFERRALS NON-STATUTORY:	David Brown

CONTENTS:

APPENDIX 1:	**Relevant P&D Code Policies**	**ATTACHMENT 4:**	**Representation Map**
ATTACHMENT 1:	**Application Documents**	**ATTACHMENT 5:**	**Representations**
ATTACHMENT 2:	**Subject Land Map**	**ATTACHMENT 6:**	**Response to Representations**
ATTACHMENT 3:	**Zoning Map**	**ATTACHMENT 7:**	**Internal Referral Advice**

DETAILED DESCRIPTION OF PROPOSAL:

This application seeks to undertake some minor demolition works at the rear of the dwelling (LHP) to create openings to link a new single-storey rear addition to the existing building, which will be constructed on the rear boundary. A small laundry addition is proposed on the southern side of the dwelling, constructed on the side boundary and adjoining an existing boundary wall.

Towards the front of the site, an existing sandstone storage shed (behind and adjacent to the carport) is proposed to be demolished (due to structural concerns) and reconstructed with an extended footprint, with the existing sandstone being reutilised along the front elevation. A new deck and swimming pool is proposed in the northeast corner of the site, and a new privacy screen is proposed to be 1.5m above the finished level of the deck to mitigate overlooking into the neighbouring property.

SUBJECT LAND & LOCALITY:

Site Description:

Location reference: 14 HANSON AV HEATHPOOL SA 5068
Title ref.: CT 5680/816 **Plan Parcel:** F138488 AL8 **Council:** THE CITY OF NORWOOD PAYNEHAM AND ST PETERS

Shape:	semi-regular
Frontage width:	21.34 metres
Area:	approx. 900m^2
Topography:	relatively flat
Existing Structures:	a single storey dwelling, described as a "Modern Movement Stone Dwelling" per the Local Heritage Place listing, and a double-width carport at the front of the property
Existing Vegetation:	two (2) significant trees border the dwelling to the west and the north, and a regulated palm tree lines the rear boundary to the east

Locality

The locality is characterised primarily by single-storey detached dwellings on generous allotments; predominantly being buildings constructed prior to 1940 (hence the Character Area Overlay). To the east and north of the subject land exists a corridor of native vegetation along First Creek, and a large public reserve owned by the City of Burnside. The locality exhibits a high level of amenity.

CONSENT TYPE REQUIRED:
Planning Consent

CATEGORY OF DEVELOPMENT:

- **PER ELEMENT:**
  Swimming pool or spa pool and associated swimming pool safety features: Code Assessed - Performance Assessed
  Fence: Code Assessed - Performance Assessed
  Deck: Code Assessed - Performance Assessed
  Outbuilding: Code Assessed - Performance Assessed
  Dwelling addition: Code Assessed - Performance Assessed
  Partial demolition of a building or structure: Code Assessed - Performance Assessed

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

- **REASON**
  P&D Code

PUBLIC NOTIFICATION

- **REASON**

Per Table 5 Procedural Matters of the Established Neighbourhood Zone the proposal includes partial demolition of a Local Heritage Place, and the dwelling addition includes a wall or structure that will be more than 8m on a boundary.

- **LIST OF REPRESENTATIONS**

One representation was received during public notification from the rear neighbour at ' ı Avenue, who is opposed to the development and wishes to be heard.

- **SUMMARY**

The representor's objection relates to the rear addition being located on the boundary and the visual impact that the addition will have on the amenity of their property.

INTERNAL REFERRALS

- David Brown, Heritage Advisor

Council's Heritage Advisor is supportive of the proposal, noting that "there will be minimal physical impact on the Local Heritage Place structure, and no impact on its heritage value".

PLANNING ASSESSMENT

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

Demolition

Performance Outcome 6.1 of the Local Heritage Place Overlay states:

> *Local Heritage Places are not demolished, destroyed or removed in total or in part unless:*
>
> *(a) The portion of the Local Heritage Place to be demolished, destroyed or removed is excluded from the extent of listing that is of heritage value.*

Performance Outcome 6.2 of the Local Heritage Place Overlay states:

> *The demolition, destruction or removal of a building, portion of a building or other feature or attribute is appropriate where it does not contribute to the heritage values of the Local Heritage Place.*

The Local Heritage Place listing is described as "Modern Movement Stone Dwelling". This application seeks to undertake some minor demolition work to the Local Heritage Place as follows:

- Demolition of internal walls to create a new layout; and
- Demolition of the southern wall of "bed 1" to create an opening to link to the new addition;

Although part of the Local Heritage Place, the walls to be demolished are not considered to significantly contribute to the heritage values of the Heritage Place – confirmed by Council's Heritage Advisor – and accordingly their demolition is considered to be consistent with Performance Outcome 6.2 above.

Elsewhere, the application also seeks to demolish the existing "wood shed" located adjacent the northern side boundary and carport. This building does not form part of the Local Heritage Place listing, and its demolition is also supported by Performance Outcome 6.2.

Heritage, Design & Appearance

Performance Outcome 4.2 of the Established Neighbourhood Zone and Performance Outcome 3.1 of the Character Area Overlay both state:

> *Additions and alterations do not adversely impact on the streetscape character.*

The proposed dwelling additions are located behind the building line of the dwelling (to the side and rear) and are not anticipated to be readily visible from the street, thereby satisfying this Performance Outcome. The addition to the carport is discussed in a later section of this report. Because the dwelling additions are not readily visible from the street, the balance of the provisions of the Character Area Overlay insofar as they relate to architectural detail and streetscape are not considered to be relevant to this proposal.

Instead, an assessment on the impacts of the additions on the Local Heritage Place are considered to be more relevant to the assessment of the dwelling additions.

Performance Outcome 2.1 of the Local Heritage Place Overlay states:

> *Alterations and additions complement the subject building and are sited to be unobtrusive, not conceal or obstruct heritage elements and detailing, or dominate the Local Heritage Place or its setting.*

Performance Outcome 1.1 of the Local Heritage Place Overlay states:

> *The form of new buildings and structures maintains the heritage values of the Local Heritage Place.*

Performance Outcome 1.2 of the Local Heritage Place Overlay states:

> *Massing, scale and siting of development maintains the heritage values of the Local Heritage Place.*

The southern side addition is part of the original design concept for this Local Heritage Place, but was not built at the time. As such, one may argue that its construction could enhance the heritage values of the place. Irrespective, the addition is set back 1.7m behind the main face of the dwelling such that it won't be readily visible from the street and hence won't impact the presentation of the Local Heritage Place to the street, thereby not affecting the heritage values of the Place. Accordingly, this addition is considered to satisfy the abovementioned Performance Outcomes.

With respect to the rear addition, these are single storey in height and will not at all be visible from the street. Positively, the addition is not trying to mimic the Local Heritage Place in its appearance, instead employing a low skillion roof oriented east-west rather than north-south like the existing dwelling. The link between the addition and the Local Heritage Place is recessed to provide visual separation between the old and new, which is a positive outcome that maintains the heritage values of the Local Heritage Place. Accordingly, the rear addition is also considered to satisfy these Performance Outcomes.

Building Height, Setbacks & Visual Impact

Performance Outcome 4.1 of the Established Neighbourhood Zone states:

> *Buildings contribute to the prevailing character of the neighbourhood and complements the height of nearby buildings.*

The corresponding Designated Performance Feature (DPF) suggests buildings should be limited to two storeys, whereas the relevant Character Area Statement suggests that development should present as single storey to the street, with second storeys being acceptable towards the rear. In this case, the additions are all single-storey and so this Performance Outcome is considered to be satisfied.

Performance Outcome 3.1 of the Established Neighbourhood Zone states:

> *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 access to light and ventilation.*

The corresponding DPF suggests that site coverage should not exceed 50%. The site coverage proposed by this development is equal to approximately 44% and therefore acceptable. The impacts of the extent of boundary development are discussed below.

Performance Outcome 7.1 of the Established Neighbourhood Zone states:

> *Walls on boundaries are limited in height and length to manage visual and overshadowing impacts on adjoining properties.*

Performance Outcome 8.1 of the Established Neighbourhood Zone states:

> *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.*

The side laundry addition is proposed to be of the same height as the existing southern boundary wall (playroom), which is approximately 2m from the neighbour's side. As shown by the Applicant in **Attachment 1**, the neighbour will have no direct outlook onto this wall due their own lattice screens on the boundary and the absence of windows in the north-facing wall of the dwelling adjacent to this addition. As such, the laundry addition is considered to satisfy Performance Outcome 7.1 above.

The rear addition is setback 600mm from the boundary shared with 14A Hanson Avenue (south) which is acceptable given the low height of the additions. The rear addition is, however, proposed to be constructed along the rear boundary with a boundary wall measuring 10.5m length and 1.9m in height. The addition is taller than this, though, with the main walls of the building set further back and the roofline extending to

approximately 650mm from the rear boundary, at a height of approximately 2.75m from ground level. Accordingly, Performance Outcome 7.1 above is again relevant.

The boundary wall itself is of a height akin to that of a boundary fence, and while constructed of CFC sheeting, is relatively similar in terms of visual impact to neighbours. The fact that the roof line above can be seen at a height of 2.75m does not result in a visual impact that could be considered unreasonable; particularly when one considers the separation between the proposed addition and the neighbouring dwelling's main areas of POS and habitable room windows. As such, Performance Outcome 7.1 is not considered to be offended by this proposal despite the representor's valid concerns.

Outbuilding (Shed extension adjacent carport)

Performance Outcome 11.1 of the Established Neighbourhood Zone states:

> *Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site of neighbouring properties.*

Performance Outcome 4.1 of the Character Area Overlay states:

> *Ancillary development, including carports, outbuildings and garages, complements the character of the area and associated building(s).*

Performance Outcome 3.2 of the Local Heritage Place Overlay states:

> *Ancillary development, including carports, outbuildings and garages, is located behind the building and does not dominate the Local Heritage Place or its setting.*

This application seeks to construct a small shed adjacent to the existing carport which is sited close to the front boundary. The shed will be constructed with a 1.8m tall sandstone front, which is intended to be the same sandstone that will be removed as part of the existing woodshed demolition, thereby maintaining a similar streetscape appearance (albeit much closer) and complementing the stone wall that runs along the southern side of the carport. The boundary side of the shed will be constructed with a low sandstone wall and sheet metal cladding akin to a boundary fence (in Woodland Grey) which is an acceptable streetscape outcome.

Although close to the street, the structure is relatively small, has a setback the same as the carport posts and behind the southern side wall, and is considered to therefore satisfy the abovementioned Performance Outcomes.

Swimming Pool, Deck & Fencing (Privacy Structure)

The swimming pool only requires planning consent because it is on the site of a Local Heritage Place. The pool is sufficiently set away from side and rear boundaries and will not impact on the heritage values of the Local Heritage Place such that consent is warranted.

Performance Outcome 45.1 of the Design in Urban Areas module states:

> *Decks are sited and designed to:*
> - *(a) Complement the associated building form*
> - *(b) Minimise impacts on the streetscape through siting behind the building line of the principal building*
> - *(c) Minimise cut and fill and overall massing when viewed from adjacent land*

Performance Outcome 45.2 of the Design in Urban Areas module states:

> *Decks are designed and site to minimise direct overlooking of habitable rooms and private open space of adjoining residential uses in neighbourhood-type zones through suitable floor level,screening and siting taking into account the slope of the subject land, existing vegetation on the subject land, and fencing.*

The corresponding DPF states:

> *Decks with a finished floor level 500mm or more above natural ground level facing side or rear boundaries shared with a residential use in a neighbourhood-type zone incorporate screening with a maximum of 25% transparency/openings, permanently fixed to the outer edge of the deck not less than 1.5m above the finished floor level.*

Performance Outcome 9.1 of the Design in Urban Areas module states:

> *Fences, walls and retaining walls of sufficient height to maintain privacy and security without unreasonable impacting visual amenity and adjoining land's access to sunlight or the amenity of public spaces.*

The deck associated with the swimming pool is proposed to be setback at least 1.5m from the rear boundary and 1.7m from the northern side boundary. The deck has an FFL 1.2m above existing ground levels, which places it approximately 850mm above the neighbouring levels at 16 Hanson Avenue to the rear. The application proposes a privacy screen to be constructed on the rear boundary that will be 1.5m above the finished level of the deck; meaning it will extend to 2.35m above ground levels on the side of 16 Hanson Avenue. The screen is a lightweight mesh structure with maximum transparency of 25%, which conforms with DPF 45.2 above and hence is considered to satisfy the associated Performance Outcome.

At 2.35m tall, and with a good level of separation between this and the dwelling and private open space of 16 Hanson Avenue, the privacy screen is not considered to unreasonably impact visual amenity and hence conforms to Performance Outcome 9.1 above.

The plans do not show this privacy screen extending along the northern side boundary, which is considered necessary at least for a length of 5.5m where the neighbour's shed ends, to prevent overlooking into private open space associated with the dwelling at 12 Hanson Avenue. Accordingly, a condition is recommended that requires this to occur, and such detail to be shown on the plans provided for building consent.

The neighbour to the rear has a building constructed along their rear boundary which will mitigate any opportunities for overlooking from the deck into their areas of private open space.

Tree Protection Measures

Performance Outcome 2.1 of the Regulated and Significant Tree Overlay states:

> *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.*

This application does not propose to undertake a tree-damaging activity but does propose to undertake development within the Notional Root Zones of the two (2) significant and one (1) regulated tree on the site. Accordingly, the Applicant provided an arborist report in support of their development.

The arborist report provided suggests that the three trees will not be impacted by the development because:

1. With respect to the significant river red gum tree at the front of the site, the laundry addition is to be constructed on an existing slab and therefore no additional encroachment into the tree's NRZ will arise;
2. With respect to the significant river red gum tree north of the dwelling, the rear addition comprises new encroachment of less than 10% of the NRZ, which is acceptable per the relevant Australian Standard. Notwithstanding, it is not anticipated that any structural roots would be located in this area due the existing dwelling's footprint; and
3. With respect to the regulated palm tree at the rear of the site, the rear addition comprises new encroachment of approximately 11% into the NRZ, which is acceptable per the relevant Australian Standard also. Some lower fronds of the tree will need to be pruned to accommodate the development, but this would be considered maintenance pruning (in the form of a crown lift) and hence is acceptable.

The Panel should note that the Arborist Report refers to the potential relocation of the regulated palm tree. This was recommended in respect of a different design option that is not being pursued by the Applicant and for the design herein proposed, the transplantation of this tree was not deemed to be necessary.

Notwithstanding the lack of long-term impacts to these three trees, the Applicant's arborist has recommended certain tree protection measures are to be employed on-site to mitigate any unnecessary damage occurring to these trees. These have been replicated in Condition No. 3 in the recommendation below.

Private Open Space and Soft Landscaping

Performance Outcome 21.1 of the Design in Urban Areas module states:

> *Dwellings… are provided with suitable sized areas of usable private open space… to meet the needs of the occupants.*

Just over 30% of the site will remain as private open space suitable for use by the occupants of the dwelling, thereby satisfying this provision.

Performance Outcome 22.1 of the Design in Urban Areas module states:

> *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.*

The corresponding DPF suggests that the subject site should be 25% comprised of soft landscaping. Across the whole site there will remain just under 400m^2 (approximately) of permeable area capable of supporting plant growth, which equates to approximately 46% of the site and hence satisfies this Performance Outcome.

Question of Seriously at Variance

Having considered the proposal against the relevant provisions of the Planning & Design Code (version 2025.22, 18/12/2025), the proposal is not considered to be seriously at variance with the provisions of the Planning & Design Code for the following reasons:

- Dwelling additions, outbuildings, decks and swimming pools are contemplated forms of development within the Established Neighbourhood Zone; and
- the additions are all single-storey, consistent with the existing Local Heritage Place and height of buildings in the locality.
- The proposed development will not have any material impact on the heritage values of the Local Heritage Place; and
- Any consequential visual impact arising from the additions is considered to be reasonable.

CONCLUSION

This application seeks to undertake some minor, appropriate demolition works to a Local Heritage Place to make way for a rear addition to be constructed to the dwelling. Although sited on the rear boundary for a length of 10.5m, the rear addition is not considered to pose any unreasonable visual outlook or shadowing impacts on the rear neighbour. The side laundry addition is the eventual realisation of original plans for this dwelling, which didn't occur due to restrictions at the time. Similar to the rear addition, despite being sited on the side boundary, the addition poses no unreasonable impact to the affected neighbour.

A small addition to the side of the existing carport will provide the owner much-needed additional storage room without compromising the streetscape appearance of the site or the heritage values of the associated LHP despite being closer to the street.

The swimming pool and deck are acceptable forms of development, except that the privacy screen for the deck should be constructed on the northern side of the pool also and a condition has been recommended to ensure that occurs. Finally, the three regulated/significant trees are not expected to be impacted by the proposed development and appropriate conditions have been imposed to ensure that the trees are not damaged during construction.

Importantly, the heritage values of the Local Heritage Place are not diminished by the proposed development.

RECOMMENDATION

It is recommended that the Council Assessment Panel resolve that:

1. The proposed development is not considered seriously at variance with the relevant Desired Outcomes and Performance Outcomes of the Planning and Design Code pursuant to section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*.

2. Development Application Number 25040620, by Sophie Wilkinson is granted Planning Consent subject to the following conditions:

CONDITIONS
Planning Consent
Condition 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).

Condition 2
All stormwater from new buildings and hard-surfaced areas shall be disposed of in accordance with 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.

Condition 3
A Tree Protection Zone is to be applied to both significant river red gum trees on the site, in accordance with the Tree Protection Plan herein approved (prepared by Arborman Tree Solutions, ref: ATS7828-014HanAvDIR, dated 25/11/2024). Specifically:

- Tree protection fencing shall be erected around the areas marked as "exclusion zones" prior to the commencement of all other works on the site, and shall remain in place until the development is completed.
- Ground protection is to be installed in area marked "ingress/egress" to prevent any vehicles and/or machinery damaging existing surface roofs.

Condition 4
The privacy screen associated with the deck herein approved shall also be constructed on the northern side boundary, for a length of 5.5 metres extending west from the rear boundary of the site, to mitigate opportunities for overlooking into the private open space associated with the adjoining dwelling. Such details shall be shown on the documentation provided for building consent, and prior to development approval being granted, to the reasonable satisfaction of the Assessment Manager.

Condition 5
The privacy screen associated with the deck, to be constructed on the side and rear boundaries, shall be maintained in good condition at all times.

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), or works that require the closure of the footpath and / or road to undertake works on the development site, 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.

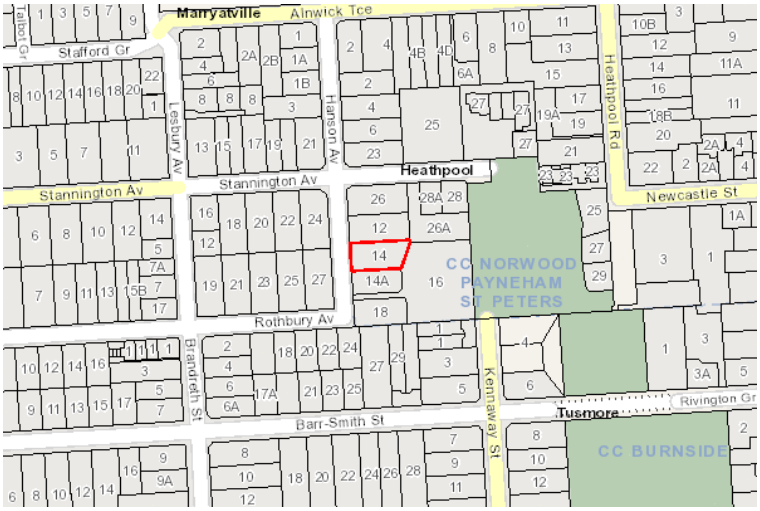
Advisory Note 9
The Council has not surveyed the subject land and has, for the purpose of its assessment, assumed that all dimensions and other details provided by the Applicant are correct and accurate.

Advisory Note 10
If excavating, it is recommended you contact Before You Dig Australia (BYDA) (www.byda.com.au) to keep people safe and help protect underground infrastructure.

Advisory Note 11
The Applicant is advised that the property is a Local Heritage Place and that approval must be obtained for any works involving the construction, demolition, removal, conversion, alteration or addition to most building and/or structure (including fencing).

Address: **14 HANSON AV HEATHPOOL SA 5068**

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



Property Zoning Details

Zone

Established Neighbourhood

Overlay

Airport Building Heights (Regulated) *(All structures over 45 metres)*
Character Area *(NPSPC3)*
Local Heritage Place *(5779)*
Prescribed Wells Area
Regulated and Significant Tree
Stormwater Management
Urban Tree Canopy

Local Variation (TNV)

Minimum Frontage *(Minimum frontage for a detached dwelling is 10m; semi-detached dwelling is 9m; group dwelling is 18m)*
Minimum Site Area *(Minimum site area for a detached dwelling is 400 sqm; semi-detached dwelling is 400 sqm; group dwelling is 400 sqm)*
Maximum Building Height (Levels) *(Maximum building height is 2 levels)*
Minimum Side Boundary Setback *(Minimum side boundary setback is 1.5m for the first building level; 3m for any second building level or higher)*
Site Coverage *(Maximum site coverage is 50 per cent)*

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.
   - 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.
   - Temporary accommodation in an area affected by bushfire

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

   - Ancillary accommodation
   - Carport
   - Co-located Housing in the Co-located Housing Overlay
   - Deck
   - 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.

Part 2 - Zones and Sub Zones

Established Neighbourhood Zone

Assessment Provisions (AP)

Desired Outcome (DO)

	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	DTS/DPF 1.2

Commercial activities improve community access to services are of a scale and type to maintain residential amenity.	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 facilities, community centres, places of worship, child care facilities 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 facilities, community facilities and child care facilities in a manner which complements	DTS/DPF 1.5 Alteration of or addition to existing educational facilities, community facilities or child care facilities where all the following are satisfied:

the scale of development envisaged by the desired outcome for the neighbourhood.	(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 400 sqm; semi-detached dwelling is 400 sqm; group dwelling is 400 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 10m; semi-detached dwelling is 9m; group dwelling 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 access to light and ventilation.	DTS/DPF 3.1 Development does not result in site coverage exceeding: **Site Coverage** Maximum site coverage is 50 per cent In instances where: (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

Buildings setback from the primary street boundary in accordance with the following table:

Development Context	Minimum setback
There is an existing building on both abutting sites sharing the same street frontage as the site of the proposed building.	The average setback of the existing buildings.
There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is not on a corner site.	The setback of the existing building.
There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is on a corner site.	(a) Where the existing building shares the same primary street frontage – the setback of the existing building (b) Where the existing building has a different primary street frontage - no DTS/DPF is applicable
There is no existing building on either of the abutting sites sharing the same street frontage as the site of the proposed building.	No DTS/DPF is applicable.

For the purposes of **DTS/DPF 5.1:**

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

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

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:

Minimum Side Boundary Setback
Minimum side boundary setback is 1.5m for the first building level; 3m for any second building level or higher

or

(b) 900mm, whichever is greater

or

	(c) if a building (except for ancillary buildings and structures) on any adjoining allotment is closer to the secondary street, not less than the distance of that building 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 Walls on boundaries 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) **Minimum Side Boundary Setback** Minimum side boundary setback is 1.5m for the first building level; 3m for any second building level or higher or (b) where no side boundary setback value is returned in (a) above, and except where the building is a dwelling and 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 wall 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: **Minimum Side Boundary Setback** Minimum side boundary setback is 1.5m for the first building level; 3m for any second building level or higher (b) in all other cases (i.e., there is a blank field), then: (i) where the wall height does not exceed 3m measured from the lower of natural or finished ground level - at least 900mm (ii) for a wall that is not south facing and the wall height exceeds 3m measured from the lower of natural or

	finished ground level - at least 900mm from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the lower of natural or finished ground level (iii) for a wall that is south facing and the wall height exceeds 3m measured from the lower of natural or finished ground level - at least 1.9m from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the lower of natural or finished ground level.
Rear Boundary Setback	
PO 9.1 Buildings are set back from rear 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 (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 discreet 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
<150	10%
150-200	15%
201-450	20%
>450	25%

(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.

PO 11.3

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

DTS/DPF 11.3

Non-residential ancillary buildings and structures:

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

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

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

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

	(i) in front of any part of the building line of the main building to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: (i) is set back at least 5.5m from the boundary of the primary street (e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless: (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height (or post height) not exceeding 3m (and not including a gable end) (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour.
Advertisements	
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.	PO 12.1 Advertisements identify the associated business activity, and do not detract from the residential character of the locality.

Table 5 - Procedural Matters (PM) - Notification

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

Interpretation

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

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

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

A relevant authority may determine that a variation to 1 or more corresponding exclusions prescribed in Column B is minor in nature and does not require notification.

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

owners or occupiers of land in the locality of the site of the development.	
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 (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 3. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
3. Any development involving any of the following (or of any combination of any of the following): (a) ancillary accommodation (b) dwelling (c) dwelling addition (d) residential flat building.	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 development involving any of the following (or of any combination of any of the following): (a) air handling unit, air conditioning system or exhaust fan (b) carport (c) deck (d) fence (e) internal building works (f) land division (g) outbuilding (h) pergola	None specified.

(i) private bushfire shelter (j) recreation area (k) replacement building (l) retaining wall (m) shade sail (n) solar photovoltaic panels (roof mounted) (o) swimming pool or spa pool and associated swimming pool safety features (p) temporary accommodation in an area affected by bushfire (q) tree damaging activity (r) verandah (s) water tank.	
6. Any development involving any of the following (or of any combination of any of the following) within the Tunnel Protection Overlay: (a) storage of materials, equipment or vehicles (whether temporary or permanent) over an area exceeding 100 square metres (b) temporary stockpiling of soil, gravel, rock or other natural material over an area exceeding 100 square metres (c) excavation or ground intruding activity at a depth greater than 2.5 metres below the regulated surface level.	Except where not undertaken by the Crown, a Council or an essential infrastructure provider.
7. Demolition.	Except any of the following: 1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
8. Railway line.	Except where located outside of a rail corridor or rail reserve.

Placement of Notices - Exemptions for Performance Assessed Development

None specified.

Placement of Notices - Exemptions for Restricted Development

None specified.

Part 3 - Overlays

Airport Building Heights (Regulated) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome

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

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

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

Character Area Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Valued streetscape characteristics and development patterns are reinforced through contextually responsive development, design and adaptive reuse that responds to the attributes expressed in the Character Area Statement.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
PO 1.1 All development is undertaken having consideration to the valued attributes expressed in the Character Area Statement.	DTS/DPF 1.1 None are applicable.
Built Form	
PO 2.1 The form of new buildings and structures that are visible from the public realm are consistent with the valued streetscape characteristics of the character area.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is consistent with the prevailing building and wall heights in the character area.	DTS/DPF 2.2 None are applicable.
PO 2.3 Design and architectural detailing of street-facing buildings (including but not limited to roof pitch and form, openings, chimneys and verandahs) are consistent with the prevailing characteristics in the character area.	DTS/DPF 2.3 None are applicable.
PO 2.4 Development is consistent with the prevailing front and side boundary setback pattern in the character area.	DTS/DPF 2.4 None are applicable.
PO 2.5 Materials are either consistent with or complement those within the character area.	DTS/DPF 2.5 None are applicable.
Alterations and Additions	
PO 3.1 Additions and alterations do not adversely impact on the streetscape character.	DTS/DPF 3.1 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) any side or rear extensions are no closer to the side boundary than the existing building (iii) do not involve the construction or alteration of a second or subsequent building level.
PO 3.2 Adaptive reuse and revitalisation of buildings to retain local character consistent with the Character Area Statement.	DTS/DPF 3.2 None are applicable.
Ancillary Development	
PO 4.1 Ancillary development, including carports, outbuildings and garages,	DTS/DPF 4.1 None are applicable.

complements the character of the area and associated building(s).	
PO 4.2 Ancillary development, including carports, outbuildings and garages, is located behind the building line of the principal building(s).	DTS/DPF 4.2 None are applicable.
PO 4.3 Advertising and advertising hoardings are located and designed to complement the building, be unobtrusive, be below the parapet line, not conceal or obstruct significant architectural elements and detailing, or dominate the building or its setting.	DTS/DPF 4.3 None are applicable.
PO 4.4 Fencing and gates closer to a street boundary (other than a laneway) than the elevation of the associated building are consistent with the traditional period, style and form of the of the associated building.	DTS/DPF 4.4 None are applicable.
Land Division	
PO 5.1 Land division creates allotments that are: (a) compatible with the surrounding pattern of subdivision in the character area (b) of a dimension to accommodate buildings of a bulk and scale that reflect existing buildings and setbacks in the character area.	DTS/DPF 5.1 None are applicable.
Context and Streetscape Amenity	
PO 6.1 The width of driveways and other vehicle access ways are consistent with the prevalent width of existing driveways in the character area.	DTS/DPF 6.1 None are applicable.
PO 6.2 Development maintains the valued landscape pattern and characteristics that contribute to the character area, except where they compromise safety, create nuisance, or impact adversely on existing buildings or infrastructure.	DTS/DPF 6.2 None are applicable.

Character Area Statements

Statement#	Statement
Character Areas affecting City of Norwood, Payneham and St Peters	
	Heathpool/Marryatville Character Area Statement (NPSP-C3) The Character Area Overlay identifies localities that comprise valued character attributes. They can be characterised by a consistent rhythm of allotment patterns, building setting and spacing, landscape or natural features and the scale, proportion and form of buildings and their key elements. 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 a Character Area. The preparation of a Contextual Analysis can assist in determining potential additional attributes of a Character Area where these are not identified in the below table.

Eras, themes and context	Pre-1940. Primarily low-scale and low density residential. Detached (including battleaxe in Marryatville east and west of Clapton Road), semi-detached and group dwellings. Residential flat buildings in Marryatville east and west of Clapton Road.

Statement#	Statement	
NPSPC3	Allotments, subdivision and built form patterns	Original, pre-1940s land division patterns.
	Architectural styles, detailing and built form features	Traditional pre-1940s roof forms, eaves, front verandah treatments, window proportions. Semi-detached dwellings often presenting as single dwellings.
	Building height	Single storey, with some two storey to the rear of buildings (with single storey appearance to primary street frontage).
	Materials	Varied, traditional materials.
	Fencing	Low, open-style fencing that allows connectivity to the street. Front fencing and side fencing (between the front of a dwelling and the street) and landscaping are important components of streetscape character. Some more solid forms of fencing along arterial roads.
	Setting, landscaping, streetscape and public realm features	Vehicle garaging, driveways and front fences are not dominant streetscape elements. In most areas mature street tree plantings provide an overall visual coherence to the streets. Soft front landscaping, including trees. Some limited advertising and signage which complements scale and architecture of associated buildings.
	Representative Buildings	*[Not identified]*

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

Local Heritage Place Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

	Desired Outcome
DO 1	Development maintains the heritage and cultural values of Local Heritage Places through conservation, ongoing use and adaptive reuse.

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 The form of new buildings and structures maintains the heritage values of the Local Heritage Place.	DTS/DPF 1.1 None are applicable.
PO 1.2 Massing, scale and siting of development maintains the heritage values of the Local Heritage Place.	DTS/DPF 1.2 None are applicable.
PO 1.3 Design and architectural detailing (including but not limited to roof pitch and form, openings, chimneys and verandahs) maintains the heritage values of the Local Heritage Place.	DTS/DPF 1.3 None are applicable.
PO 1.4 Development is consistent with boundary setbacks and setting.	DTS/DPF 1.4 None are applicable.
PO 1.5 Materials and colours are either consistent with or complement the heritage values of the Local Heritage Place.	DTS/DPF 1.5 None are applicable.
PO 1.6 New buildings and structures are not placed or erected between the primary or secondary street boundaries and the façade of a Local Heritage Place.	DTS/DPF 1.6 None are applicable.
PO 1.7 Development of a Local Heritage Place retains features contributing to its heritage value.	DTS/DPF 1.7 None are applicable.
Alterations and Additions	
PO 2.1 Alterations and additions complement the subject building and are sited to be unobtrusive, not conceal or obstruct heritage elements and detailing, or dominate the Local Heritage Place or its setting.	DTS/DPF 2.1 None are applicable.
PO 2.2 Adaptive reuse and revitalisation of Local Heritage Places to support their retention in a manner that respects and references the original use of the Local Heritage Place.	DTS/DPF 2.2 None are applicable.
Ancillary Development	
PO 3.1 Ancillary development, including carports, outbuildings and garages, complements the heritage values of the Local Heritage Place.	DTS/DPF 3.1 None are applicable.
PO 3.2 Ancillary development, including carports, outbuildings and garages, is located behind the building line and does not dominate the Local Heritage Place or its setting.	DTS/DPF 3.2 None are applicable.
PO 3.3 Advertising and advertising hoardings are designed to complement the Local Heritage Place, be unobtrusive, be below the parapet line, not	DTS/DPF 3.3 None are applicable.

conceal or obstruct heritage elements and detailing, or dominate the building or its setting.	
PO 3.4 Fencing and gates closer to a street boundary (other than a laneway) than the street elevation of the associated building are consistent with the traditional period, style and form of the Local Heritage Place.	DTS/DPF 3.4 None are applicable.
Land Division	
PO 4.1 Land division creates allotments that: (a) maintain the heritage values of the Local Heritage Place, including setting (b) are of a dimension to accommodate new development that reinforces and is compatible with the heritage values of the Local Heritage Place.	DTS/DPF 4.1 None are applicable.
Landscape Context and Streetscape Amenity	
PO 5.1 Individually heritage listed trees, parks, historic gardens and memorial avenues are retained unless: (a) trees / plantings are, or have the potential to be, a danger to life or property or (b) trees / plantings are significantly diseased and their life expectancy is short.	DTS/DPF 5.1 None are applicable.
Demolition	
PO 6.1 Local Heritage Places are not demolished, destroyed or removed in total or in part unless: (a) the portion of the Local Heritage Place to be demolished, destroyed or removed is excluded from the extent of listing that is of heritage value or (b) the structural integrity or condition of the Local Heritage Place represents an unacceptable risk to public or private safety and is irredeemably beyond repair.	DTS/DPF 6.1 None are applicable.
PO 6.2 The demolition, destruction or removal of a building, portion of a building or other feature or attribute is appropriate where it does not contribute to the heritage values of the Local Heritage Place.	DTS/DPF 6.2 None are applicable.
Conservation Works	
PO 7.1 Conservation works to the exterior of a Local Heritage Place (and other features identified in the extent of listing) match original materials to be repaired and utilise traditional work methods.	DTS/DPF 7.1 None are applicable.

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference

Regulated and Significant Tree Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

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

Procedural Matters (PM) - Referrals

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

Design in Urban Areas

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

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.	the roofline.
PO 1.5 The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.	DTS/DPF 1.5 None are applicable.
Safety	
PO 2.1 Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is designed to differentiate public, communal and private areas.	DTS/DPF 2.2 None are applicable.
PO 2.3 Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	DTS/DPF 2.3 None are applicable.
PO 2.4 Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	DTS/DPF 2.4 None are applicable.
PO 2.5 Common areas and entry points of buildings (such as the foyer areas of residential buildings) and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.	DTS/DPF 2.5 None are applicable.
Landscaping	
PO 3.1 Soft landscaping and tree planting are incorporated to: (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes.	DTS/DPF 3.1 None are applicable.
Environmental Performance	
PO 4.1 Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.	DTS/DPF 4.1 None are applicable.
PO 4.2 Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on	DTS/DPF 4.2 None are applicable.

mechanical systems, such as heating and cooling.	
PO 4.3 Buildings incorporate climate responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3 None are applicable.
Water Sensitive Design	
PO 5.1 Development is sited and designed to maintain natural hydrological systems without negatively impacting: (a) the quantity and quality of surface water and groundwater (b) the depth and directional flow of surface water and groundwater (c) the quality and function of natural springs.	DTS/DPF 5.1 None are applicable.
On-site Waste Treatment Systems	
PO 6.1 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	DTS/DPF 6.1 Effluent disposal drainage areas do not: (a) encroach within an area used as private open space or result in less private open space than that specified in Design in Urban Areas Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Car parking appearance	
PO 7.1 Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on streetscapes through techniques such as: (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure.	DTS/DPF 7.1 None are applicable.
PO 7.2 Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	DTS/DPF 7.2 None are applicable.
PO 7.3 Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	DTS/DPF 7.3 None are applicable.
PO 7.4 Street-level vehicle parking areas incorporate tree planting to provide shade, reduce solar heat absorption and reflection.	DTS/DPF 7.4 Vehicle parking areas that are open to the sky and comprise 10 or more car parking spaces include a shade tree with a mature canopy of 4m diameter spaced for each 10 car parking spaces provided and a landscaped strip on any road frontage of a minimum dimension of 1m.
PO 7.5 Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.	DTS/DPF 7.5 Vehicle parking areas comprising 10 or more car parking spaces include soft landscaping with a minimum dimension of:

	(a) 1m along all public road frontages and allotment boundaries (b) 1m between double rows of car parking spaces.
PO 7.6 Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.	DTS/DPF 7.6 None are applicable.
PO 7.7 Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.	DTS/DPF 7.7 None are applicable.
Earthworks and sloping land	
PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
PO 8.2 Driveways and access tracks designed and constructed to allow safe and convenient access on sloping land.	DTS/DPF 8.2 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
PO 8.3 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land.	DTS/DPF 8.3 None are applicable.
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.
PO 8.5 Development does not occur on land at risk of landslip or increase the potential for landslip or land surface instability.	DTS/DPF 8.5 None are applicable.
Fences and walls	
PO 9.1 Fences, walls and retaining walls of sufficient height maintain privacy and security without unreasonably impacting visual amenity and adjoining land's access to sunlight or the amenity of public places.	DTS/DPF 9.1 None are applicable.
PO 9.2 Landscaping is incorporated on the low side of retaining walls that are visible from public roads and public open space to minimise visual impacts.	DTS/DPF 9.2 A vegetated landscaped strip 1m wide or more is provided against the low side of a retaining wall.

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

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

All residential development	
Front elevations and passive surveillance	
PO 17.1 Dwellings and co-living incorporate windows facing primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	DTS/DPF 17.1 Each dwelling or co-living residence 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 and co-living incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.	DTS/DPF 17.2 Dwellings or co-living 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 (excluding ancillary accommodation):

(a) are ancillary to a dwelling erected on the same site

(b) have a floor area not exceeding 60m2

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

(i) in front of any part of the building line of the dwelling to which it is ancillary

or

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

(d) in the case of a garage or carport, the garage or carport:

(i) is set back at least 5.5m from the boundary of the primary street

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

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

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

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

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

and

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

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

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

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

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

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

(k) retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (i) or (ii), whichever is less:

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

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% (ii) the amount of existing soft landscaping prior to the development occurring.
PO 19.2 Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision, car parking requirements or result in over-development of the site.	DTS/DPF 19.2 Ancillary buildings and structures do not result in: (a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space (b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
PO 19.3 Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.	DTS/DPF 19.3 The pump and/or filtration system is ancillary to a dwelling erected on the same site and is: (a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
PO 19.4 Buildings and structures that are ancillary to an existing non-residential use do not detract from the streetscape character, appearance of buildings on the site of the development, or the amenity of neighbouring properties.	DTS/DPF 19.4 Non-residential ancillary buildings and structures: (a) are ancillary and subordinate to an existing non-residential use on the same site (b) have a floor area not exceeding the following: Allotment size | Floor area ≤500m2 | 60m2 >500m2 | 80m2 (c) are not constructed, added to or altered so that any part is situated: (i) in front of any part of the building line of the main building to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: (i) is set back at least 5.5m from the boundary of the primary street (e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless: (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same

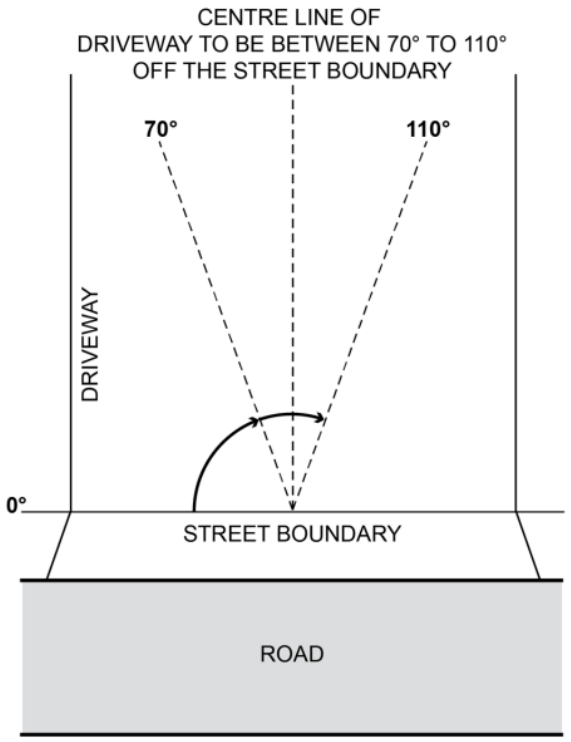
	boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height (or post height) not exceeding 3m (and not including a gable end) (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour.
PO 19.5 Ancillary accommodation: (a) is sited and designed to not detract from the streetscape or appearance of primary residential buildings on the site or neighbouring properties (b) is integrated within the site of the dwelling to which it is ancillary and incorporates shared utilities and shared open space.	DTS/DPF 19.5 Ancillary accommodation: (a) is ancillary to a dwelling erected on the same site (b) has a floor area not exceeding 70m^2 (c) is 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) if situated on a boundary (not being a boundary with a primary street or secondary street), does 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 (e) 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 (f) 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 (g) has a wall height or post height not exceeding 3m above natural ground level (and not including a gable end) (h) has a roof height where no part of the roof is more than 5m above the natural ground level (i) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour (j) retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (i) or (ii), whichever is less: (i) a total area as determined by the following table:

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%

	(ii) the amount of existing soft landscaping prior to the development occurring. (k) does not have separate connection to utilities and services (such as electricity, gas, water, telecommunications, sewerage system, wastewater system or waste control system) to those servicing the existing dwelling (l) has unrestricted access to the private open space associated with the existing dwelling to which it is ancillary (m) in the case of the Rural Zone, Productive Rural Landscape Zone, or Rural Horticulture Zone, is located within 20m of an existing dwelling.
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 and co-living 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 or co-living residence 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 and co-living are provided with suitable sized areas of usable	DTS/DPF 21.1 Private open space or communal open space is provided in accordance

private open space or communal open space to meet the needs of occupants.	with Design in Urban Areas Table 1 - Private Open Space or Design in Urban Areas Table 2 - Communal Open Space.
PO 21.2 Private open space is positioned to provide convenient access from internal living areas.	DTS/DPF 21.2 Private open space is directly accessible from a habitable room.
Landscaping	
PO 22.1 Soft landscaping is incorporated into development to: (a) minimise heat absorption and reflection (b) contribute shade and shelter (c) provide for stormwater infiltration and biodiversity (d) enhance the appearance of land and streetscapes.	DTS/DPF 22.1 Residential development incorporates soft landscaping with a minimum dimension of 700mm provided in accordance with (a) and (b): (a) a total area for the entire development site, including any common property, as determined by the following table: **Site area (or in the case of residential flat building, co-located housing 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, pedestrian movement, domestic waste collection, landscaped street frontages and on-street parking.	DTS/DPF 23.3 Driveways and access points satisfy (a) or (b): (a) sites with a frontage to a public road of 10m or less, have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site

	(b) sites with a frontage to a public road greater than 10m: (i) have a maximum width of 5m measured at the property boundary and are the only access point provided on the site; (ii) have a width between 3.0 metres and 3.2 metres measured at the property boundary and no more than two access points are provided on site, separated by no less than 1m.
PO 23.4 Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	DTS/DPF 23.4 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 23.5 Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	DTS/DPF 23.5 Driveways are designed and sited so that: (a) the gradient of the driveway does not exceed a grade of 1 in 4 and includes transitions to ensure a maximum grade change of 12.5% (1 in 8) for summit changes, and 15% (1 in 6.7) for sag changes, in accordance with AS 2890.1:2004 to prevent vehicles bottoming or scraping (b) the centreline of the driveway has an angle of no less than 70 degrees and no more than 110 degrees from the street boundary to which it takes its access as shown in the following diagram:

	 (c) if located to provide access from an alley, lane or right of way - the alley, land or right or way is at least 6.2m wide along the boundary of the allotment / site.
PO 23.6 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 23.6 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
Waste storage	
PO 24.1 Provision is made for the convenient storage of waste bins in a location screened from public view.	DTS/DPF 24.1 Where dwellings or co-living 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.

Decks	
Design and Siting	
PO 45.1 Decks are designed and sited to: (a) complement the associated building form (b) minimise impacts on the streetscape through siting behind the building line of the principal building (unless on a significant allotment or open space)	DTS/DPF 45.1 Decks: (a) where ancillary to a dwelling: (i) are not constructed, added to or altered so that any part is situated: A. in front of any part of the building line of the

(c) minimise cut and fill and overall massing when viewed from adjacent land.	dwelling to which it is ancillary or B. within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (ii) are set back at least 900mm from side or rear allotment boundaries (iii) when attached to the dwelling, has a finished floor level consistent with the finished ground floor level of the dwelling (iv) where associated with a residential use, retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (A) or (B), whichever is less: A. a total area is determined by the following table: **Site area (or in the case of residential flat building or group dwelling(s), average site area) (m^2)** / **Minimum percentage of site** <150 / 10% 150-200 / 15% >200-450 / 20% >450 / 25% B. the amount of existing soft landscaping prior to the development occurring. (b) where in association with a non-residential use: (i) are set back at least 2 metres from the boundary of an allotment used for residential purposes. (ii) are set back at least 2 metres from a public road. (iii) have a floor area not exceeding 25m^2 (c) in all cases, has a finished floor level not exceeding 1 metre above natural ground level at any point.
PO 45.2 Decks are designed and sited to minimise direct overlooking of habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones through suitable floor levels, screening and siting taking into account the slope of the subject land, existing vegetation on the subject land, and fencing.	DTS/DPF 45.2 Decks with a finished floor level/s 500mm or more above natural ground level facing side or rear boundaries shared with a residential use in a neighbourhood-type zone incorporate screening with a maximum of 25% transparency/openings, permanently fixed to the outer edge of the deck not less than 1.5 m above the finished floor level/s.
PO 45.3 Decks used for outdoor dining, entertainment or other commercial uses provide carparking in accordance with the primary use of the deck.	DTS/DPF 45.3 Decks used for commercial purposes do not result in less on-site car parking for the primary use of the subject land than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.

Table 1 - Private Open Space

Dwelling /Accommodation Type	Dwelling / Accommodation Type / Site Configuration	Minimum Rate

Dwelling (at ground level, other than a residential flat building that includes above ground dwellings)		Total private open space area: (a) Site area <301m^2: 24m^2 located behind the building line. (b) Site area ≥ 301m^2: 60m^2 located behind the building line. Minimum directly accessible from a living room: 16m^2 / with a minimum dimension 3m.
Cabin or caravan (permanently fixed to the ground) in a residential park or caravan and tourist park		Total area: 16m^2, which may be uses as second car parking space, provided on each site intended for residential occupation.
Dwelling in a residential flat building or mixed use building which incorporate above ground level dwellings	Dwellings at ground level:	15m^2 / minimum dimension 3m
	Dwellings above ground level:	
	Studio (no separate bedroom)	4m^2 / minimum dimension 1.8m
	One bedroom dwelling	8m^2 / minimum dimension 2.1m
	Two bedroom dwelling	11m^2 / minimum dimension 2.4m
	Three + bedroom dwelling	15 m^2 / minimum dimension 2.6m
Co-living		2.5m^2 per bedroom

Table 2 - Communal Open Space

Dwelling / Accommodation Type	Minimum Rate
Dwelling in a residential flat building, or mixed use building which incorporate above ground level dwellings	The equivalent private open space rate specified in Table 1 – Private Open Space for the 5 dwellings with the most bedrooms, plus 4m2 for each additional dwelling above 5, until a total area of 250m2 is reached.
Co-living	25m2 total for the first 10 residences, plus 2.5m2 for each additional residence.

Interface between Land Uses

Assessment Provisions (AP)

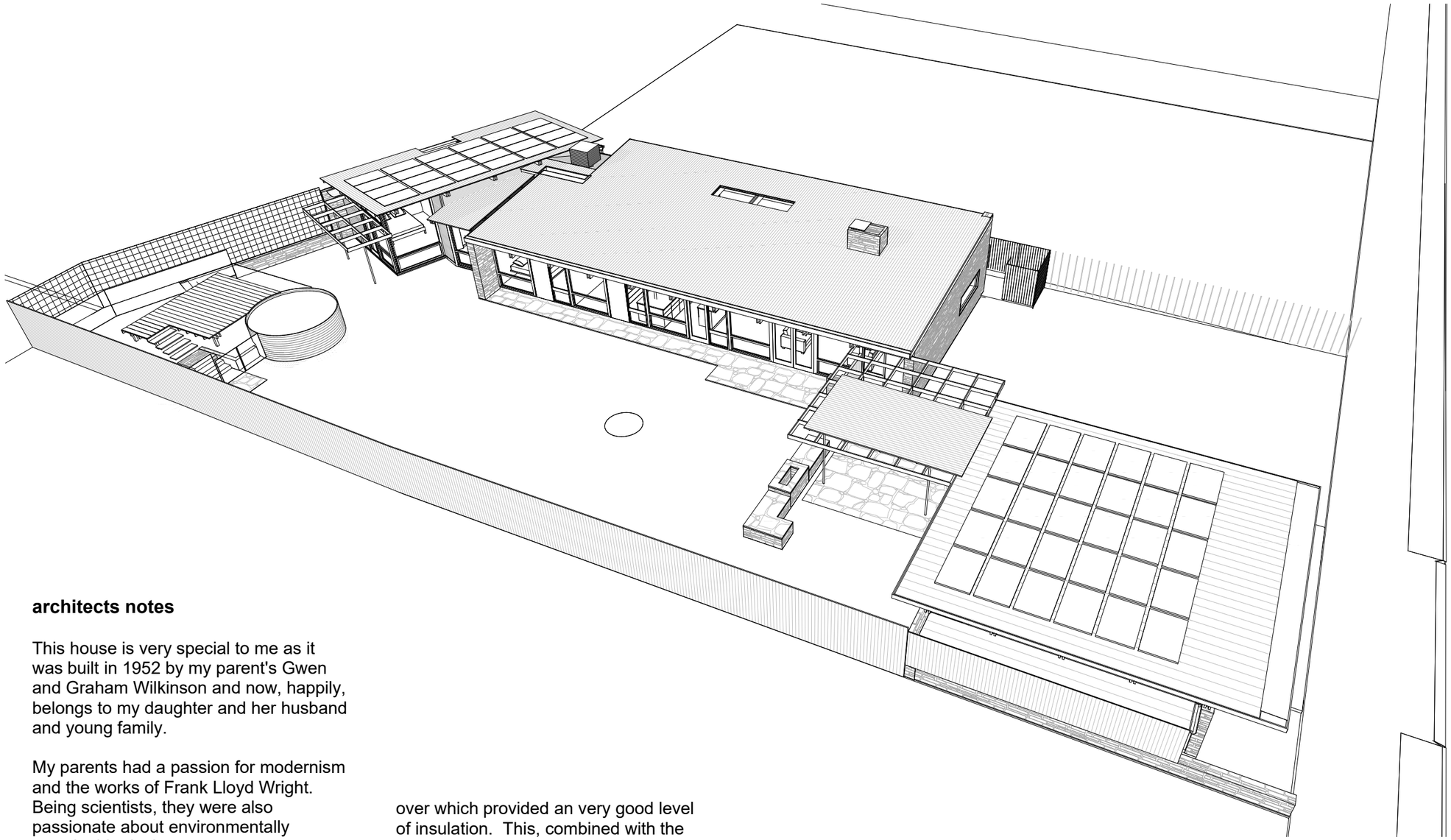
Desired Outcome (DO)

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

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

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 (Commercial and Industrial Noise) Policy criteria.
PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including: (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.	DTS/DPF 4.2 None are applicable.
PO 4.3 Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa are positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.3 The pump and/or filtration system ancillary to a dwelling erected on the same site is: (a) enclosed in a solid acoustic structure located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
PO 4.4 External noise into bedrooms is minimised by separating or shielding these rooms from service equipment areas and fixed noise sources located on the same or an adjoining allotment.	DTS/DPF 4.4 Adjacent land is used for residential purposes.
PO 4.5 Outdoor areas associated with licensed premises (such as beer gardens or dining areas) are designed and/or sited to not cause unreasonable	DTS/DPF 4.5 None are applicable.

Attachment 1



Layout Index

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03	existing house
04	plan
05	roof plan
06	elevations
07	elevations
08	sections
09	aerial perspectives

architects notes

This house is very special to me as it was built in 1952 by my parent's Gwen and Graham Wilkinson and now, happily, belongs to my daughter and her husband and young family.

My parents had a passion for modernism and the works of Frank Lloyd Wright. Being scientists, they were also passionate about environmentally sustainable design.

With the help of architects Don Thompson and Pem Gerner they took the then unusual approach for an east-west block, of building on the southern boundary with a curtain glass wall (possibly Adelaide's first) facing north. It was also one of the first houses in Adelaide to be built on slab foundations. The slab is covered with polished Willunga slate. The massive stone walls are book leaf Cary Gully sandstone. The ceilings are a two inch thick oregon deck with sisalation and corrugated iron over which provided an very good level of insulation. This, combined with the large internal thermal mass of the walls and floors, has created a house which is exceptionally environmentally sustainable.

The build caused a lot of public interest at the time with a steady stream of onlookers watching its progress.

It has been my pleasure to reconsider this home in 2025, to meet the needs of the next generation, a family today.

My approach has been informed by my love of this house.

Adjusting for modern needs; increasing the children's bedroom size, widening the carport to house today's cars, adding storage, centring the kitchen to the middle of the home, providing a separate laundry and adding a master suite.

Interestingly many of these adjustments were considered in 1952 (the laundry and ensuite in particular, as evidenced by the original plumbing and additional slab work) but were not pursued at the time to meet the restrictions of the post war austerity period.

These adjustments have been made in a way that honours the original design ethos and guiding principles, and protects the original building.

The intention of the addition is not to mimic the original architecture, nor compete with it, but to complement it in a playful way.

That said, the main intention of these modifications is to allow the house it to be enjoyed and used by a family today, whilst preserving the original house and celebrating it for the design it is.

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Proposed alteration and additions to
14 Hanson Ave., Heathpool
For Marty Wilson and Sophie Wilkinson

14 Hanson Ave, Heathpool

preliminary plans;
not for construction

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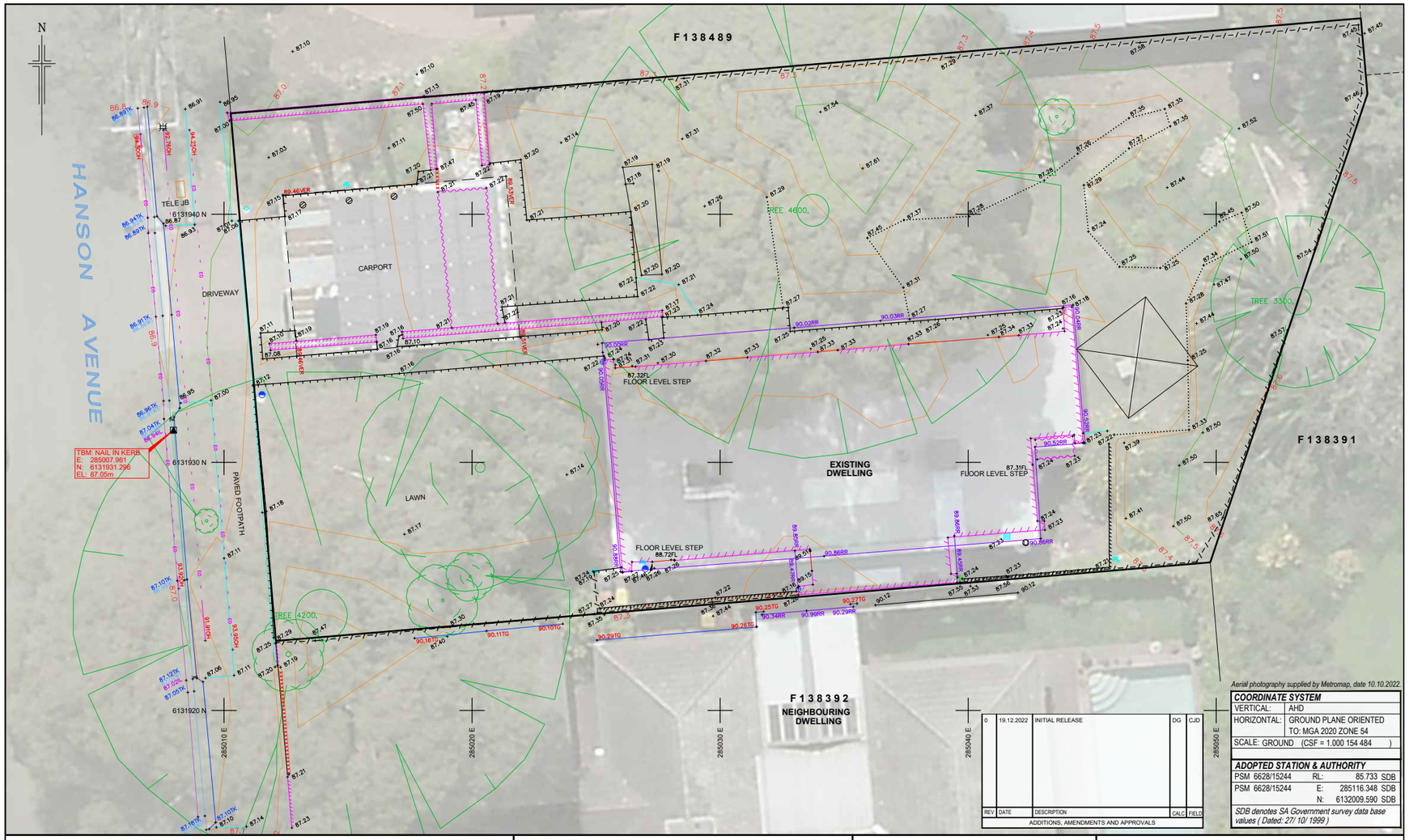
Attachment 1



Aerial photography supplied by Metromap, date 10.10.2022

REV	DATE	DESCRIPTION	CALC	FIELD
0	19.12.2022	INITIAL RELEASE	DG	CJD

ADDITIONS, AMENDMENTS AND APPROVALS

COORDINATE SYSTEM

VERTICAL:	AHD
HORIZONTAL:	GROUND PLANE ORIENTED TO: MGA 2020 ZONE 54
SCALE: GROUND	(CSF = 1.000 154 484)

ADOPTED STATION & AUTHORITY

PSM 6628/15244	RL:	85.733	SDB
PSM 6628/15244	E:	285116.348	SDB
	N:	6132009.590	SDB

SDB denotes SA Government survey data base values (Dated: 27/ 10/ 1999)

LEGEND

47.51TK TOP KERB; 47.36WT WATER TABLE; 45.16FL FLOOR LEVEL; 48.12IL INVERT LEVEL; TAP; WATER METER; SPRINKLR / IRRIG VALVE; HYDRANT; DOMESTIC OUTLET; DOWNPIPE; DOMESTIC SUMP; STORMWATER MHOLE; SEP / GRATING

50.93OH OVERHEAD; 47.23TG TOP OF GUTTER; 47.74RR ROOF RIDGE; 47.87VER VERANDAH; TEL. COMM. PILLAR / PIT; SIGN / BUS SIGN; LITTER BIN; MAIL BOX / SIGNAL BOX; TICKET MACHINE; ROAD / ELEC. SERVICE; WATER SV / FP; ELEC. / GAS METER; GAS SERVICE

PSM; PEG / TBM; SURVEY MARKS; BOREHOLE; POWER / LIGHT POLE; CABLE MARKER; STOBIE / WOODEN POLE; POST / BOLLARD; SEWER MH / IO / SIP; UNKNOWN POINT / SERVICE; AIR-CON

EDGE OF VEGETN; ROAD SIGN / HOARD.; ELEC OVERHEAD; EDGE OF BITUMEN; TOP OF GUTTER; ROOF RIDGE; TREE / SHRUB; Possible REGULATED / SIGNIFICANT TREE by measurement only (trunk greater than 2.0m circumference). Professional advice from council / arborist required.

BOTTOM OF BANK; TOP OF BANK; CHANGE OF GRADE; DRAIN; SEWER PIPE UG; TEL. COMM. UG; WATER PIPE UG; BUILDING; WALL; GI BUILDING; CONCRETE; FENCE; xxxxxxxxxx GATE

0 1 2 4 6 8 10 m

1:100

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GRID INTERVAL: 10m		
CONTOUR INTERVAL:	MIN: 0.1m; MAJ: 0.5m	
SURVEY:	CJD	05.12.2022
DRAWN:	DG	19.12.2022
CHECKED:	CB	19.12.2022

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W www.alexander.com.au
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Alexander Symonds Surveying Consultants

DETAIL & LEVEL SURVEY 14 HANSON AVENUE HEATHPOOL

DRAWING No. 22A0231 Detail(0) MGA20P | SHEET 1 OF 1 | REVISION 0

0 2 3 10 80m

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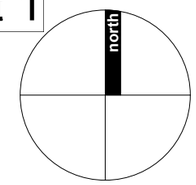
PRINTED: 15/02/2026	JOB NO: 591	ISSUE DATE: 15/02/2026	DWG NO: 2

Attachment 1

26a Stannington Ave

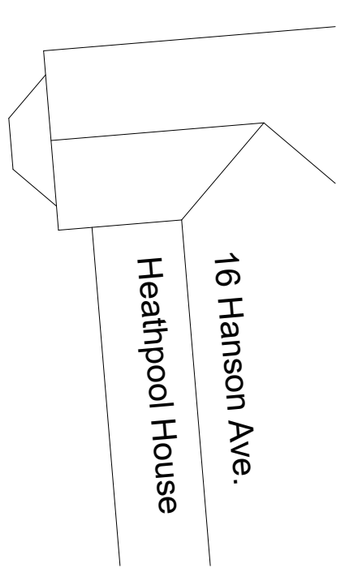


a note on the shed

The proposed shed on the northern boundary provides the storage that todays garages provide. This shed is designed to seamlessly extend the existing modernist roof structure increasing the carport width from 5.4m to 6.4m and length by one meter, to house today's cars and support off street parking.

The existing sandstone walls of the woodshed were built by my father but a poor choice of mortar has caused serious fretting of the stone and the walls now need to be demolished and rebuilt. I propose we rebuild these walls but shift one to the west to seamlessly modify the carport in the architectural spirit of the original structure whilst housing my daughter's and her families bikes and various sporting equipment.





0 2 3 10 80m

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existing house

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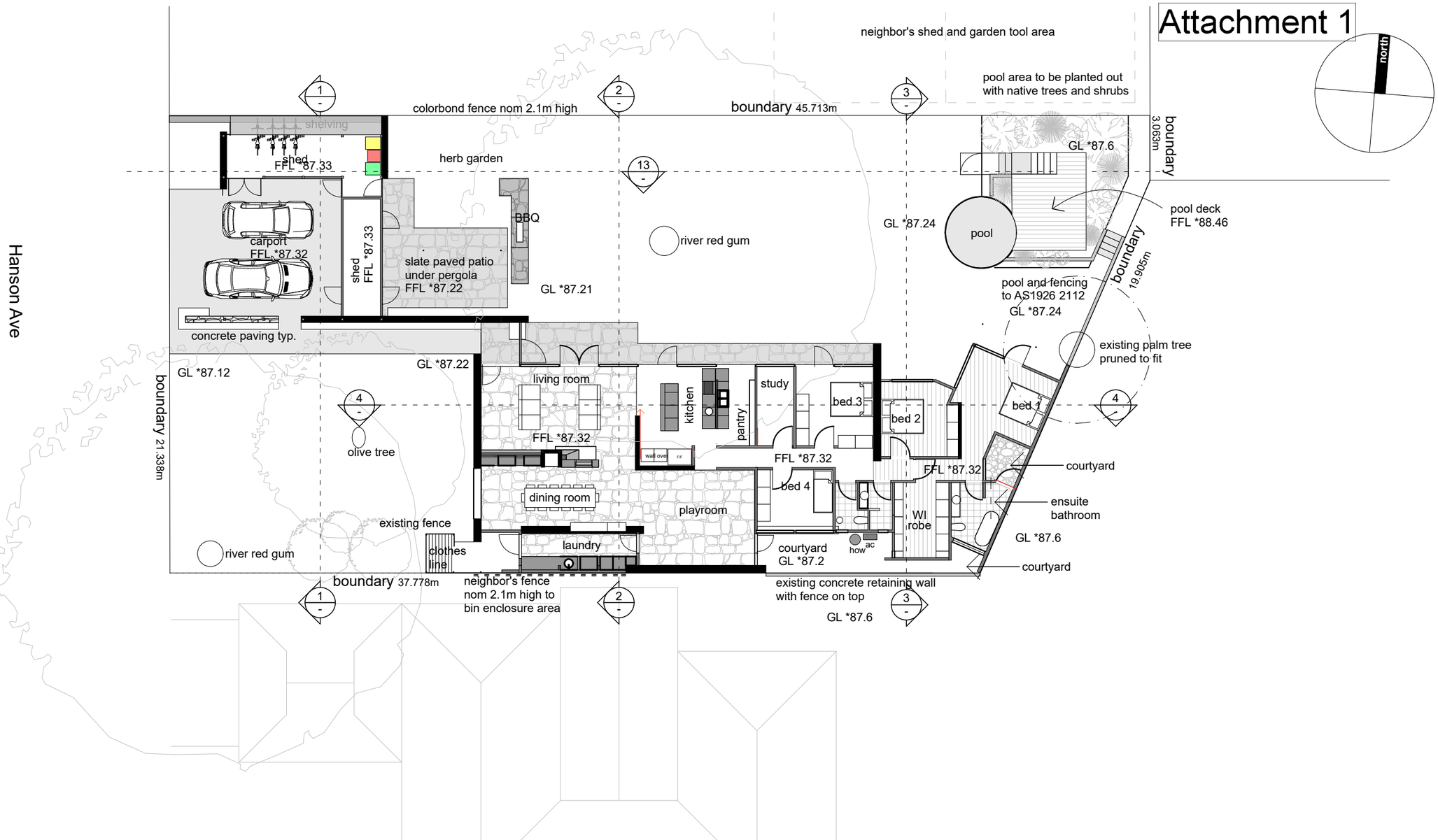

0 2 3 10 80m

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plan

preliminary plans;
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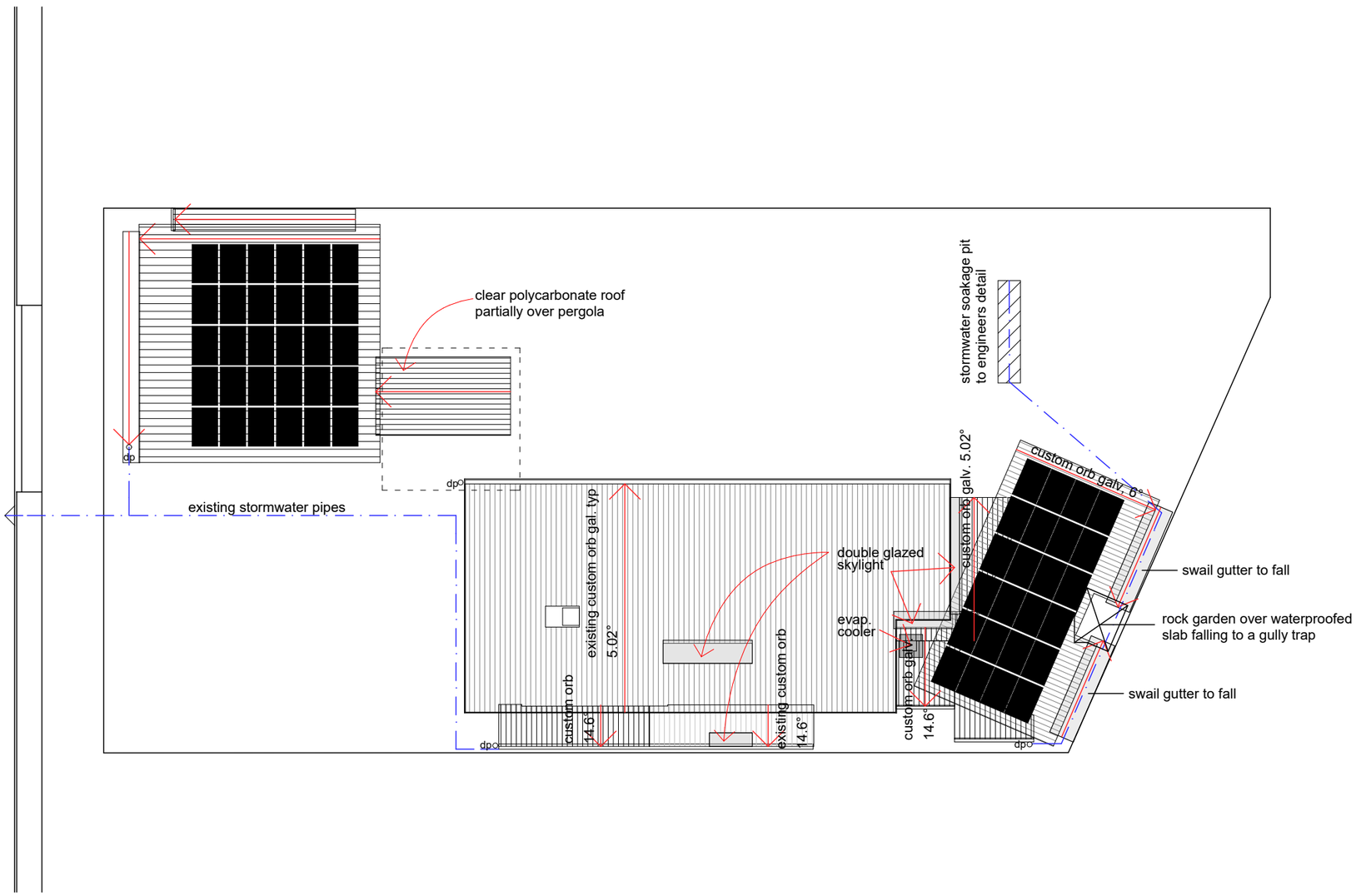

0 2 3 10 80m

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roof plan

preliminary plans;
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Attachment 1



legend

- bookleaf sandstone
- crazy paved slate
- galv. custom orb
- galv. mini orb
- varnished tasmanian myrtle planking
- painted plank screen mission brown to match existing
- glass
- cfc thick sheet natural finish with silicon seal
- existing fences
- c custom orb -woodland grey

all expressed steel joists and purlins of the extension to be painted with dark grey bridge paint

all existing paintwork to remain mission brown UNO
doors R-red B-pale blue to match original colour scheme

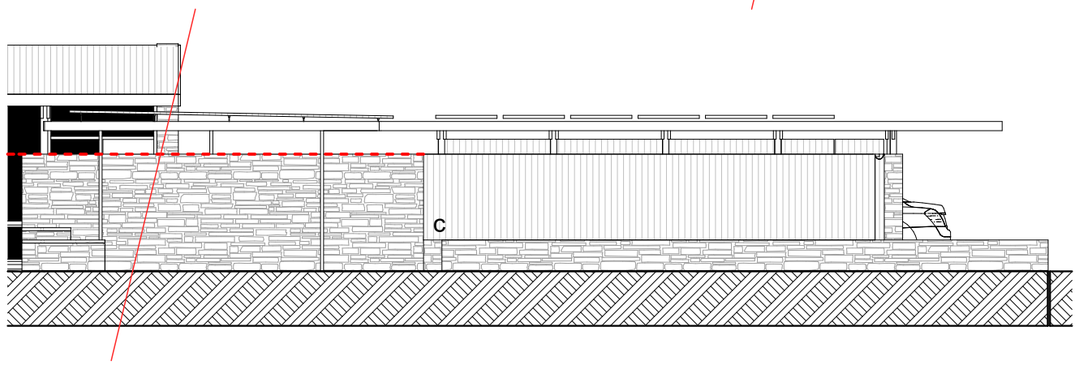
pool and fencing to AS1926 2112

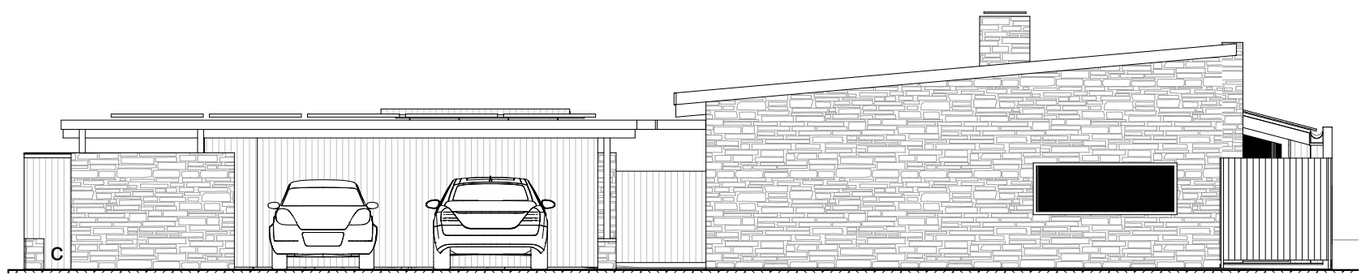
rear extension

main house

carport, shed pergola

north elevation





west elevation

0 1 2 3 5 10 20m 40m

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Proposed alteration and additions to
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elevations

preliminary plans;
not for construction

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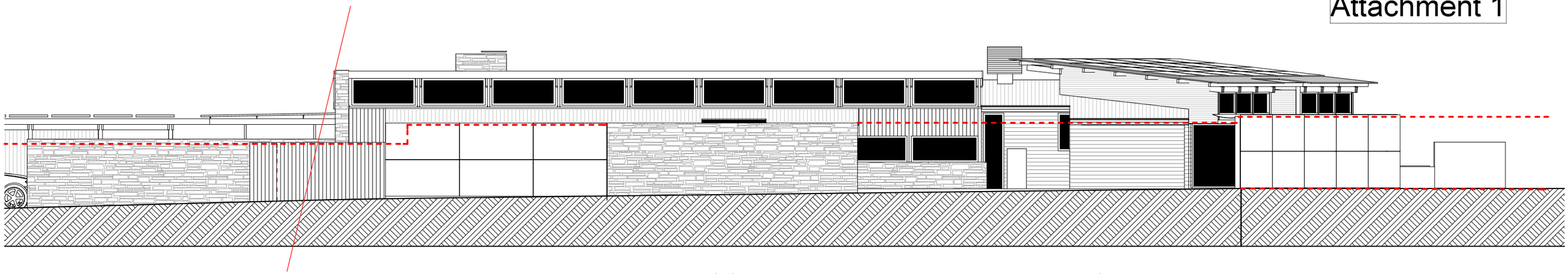
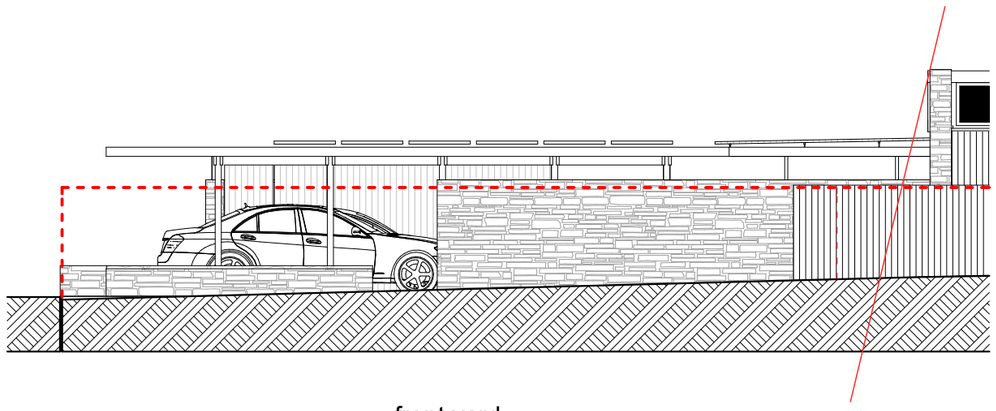
Attachment 1



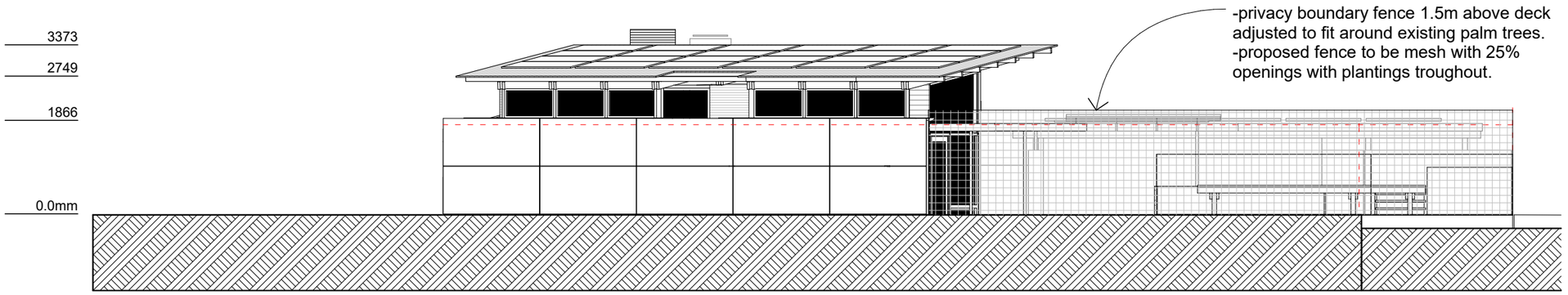
main house

rear extension



front yard

south elevation



east elevation

legend

- bookleaf sandstone
- crazy paved slate
- galv. custom orb
- galv. mini orb
- varnished tasmanian myrtle planking
- painted plank screen mission brown to match existing
- glass
- cfc thick sheet natural finish with silicon seal
- existing fences
- c custom orb -woodland grey

all expressed steel joists and purlins of the extension to be painted with dark grey bridge paint

all existing paintwork to remain mission brown UNO
doors R-red B-pale blue to match original colour scheme

pool and fencing
to AS1926 2112

0 1 2 3 5 10 20m 40m

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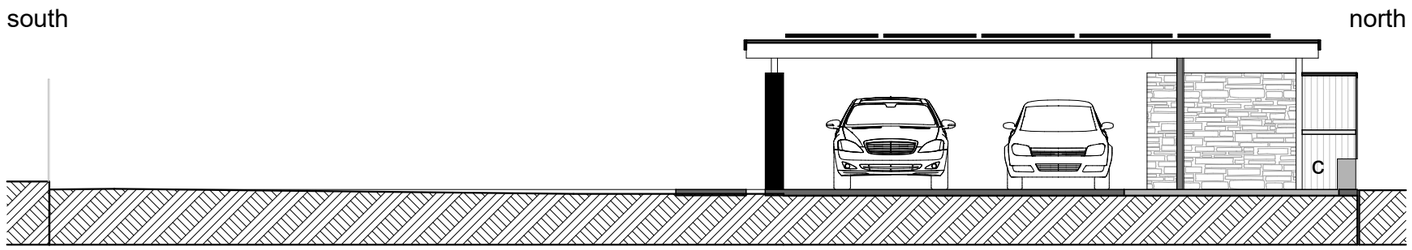
Attachment 1

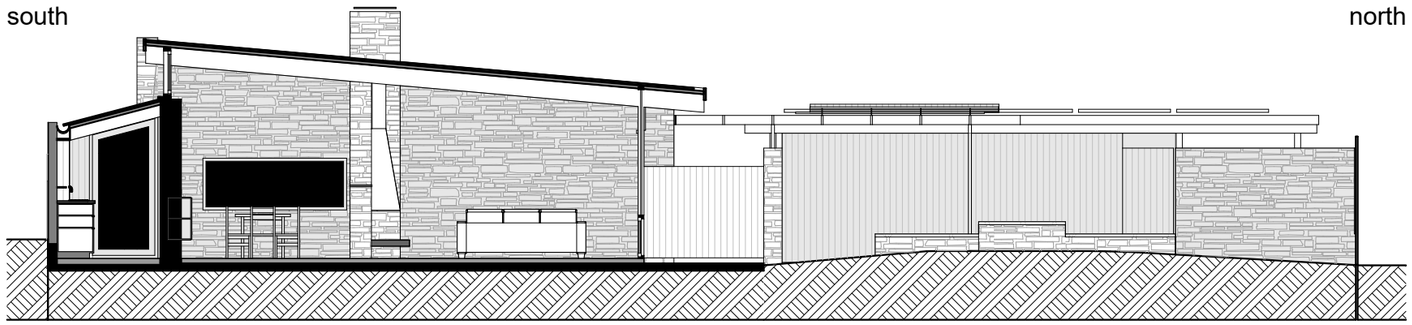
section 1

shows the proposed shed extension off the carport. The roof structure of this extension will cantilever to the existing carport roof beams to allow the carport to be widened from 5.4m to 6.4m.
'c' denotes colorbond fencing returning off the boundary fence



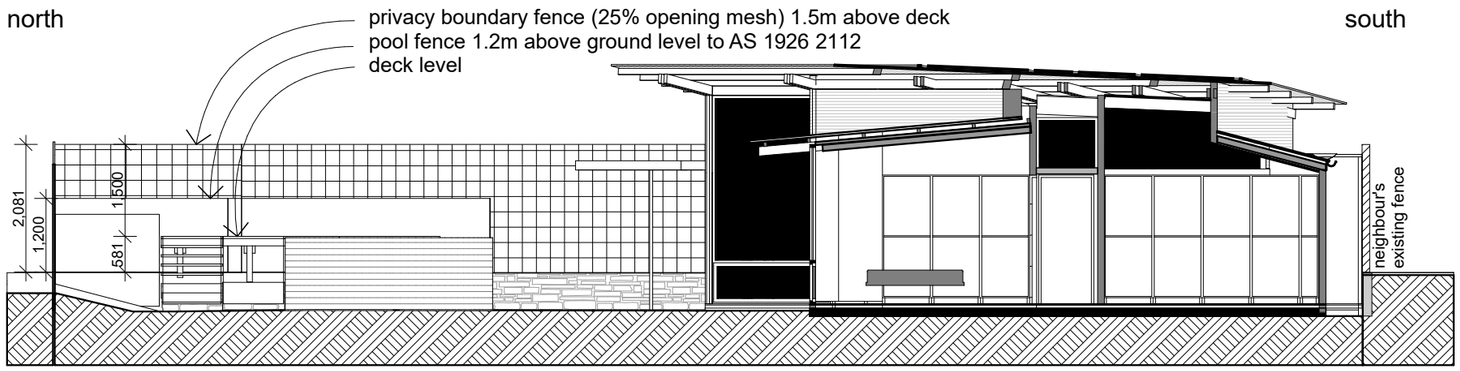
section 2

shows the proposed laundry off the southern wall. This laundry was originally considered by the architect but was't built due to post war building restrictions.



section 3

shows the proposed extension cutting through bedroom 2 and the WI robe and showing the elevation of the master bedroom.
It also shows and the proposed pool and surrounding pool fencing.



section 4

is a longitudinal section through the entire house. It shows the proposed master bedroom suite to the east of the existing house. The bedroom itself is focused on the beautiful large gum in the center of the garden. The entire master bedroom wing is designed to be bathed in early morning sunlight via courtyards and east facing highlights.
Between the master bedroom suite and the existing house is another bedroom that backs onto the currently external stone wall. This room has been set back and it's roof lowered to distinguish it from the original building.
This section also shows the proposed new kitchen and pantry location.



legend

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pool and fencing to AS1926 2112

0 1 2 3 5 10 20m 40m

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sections

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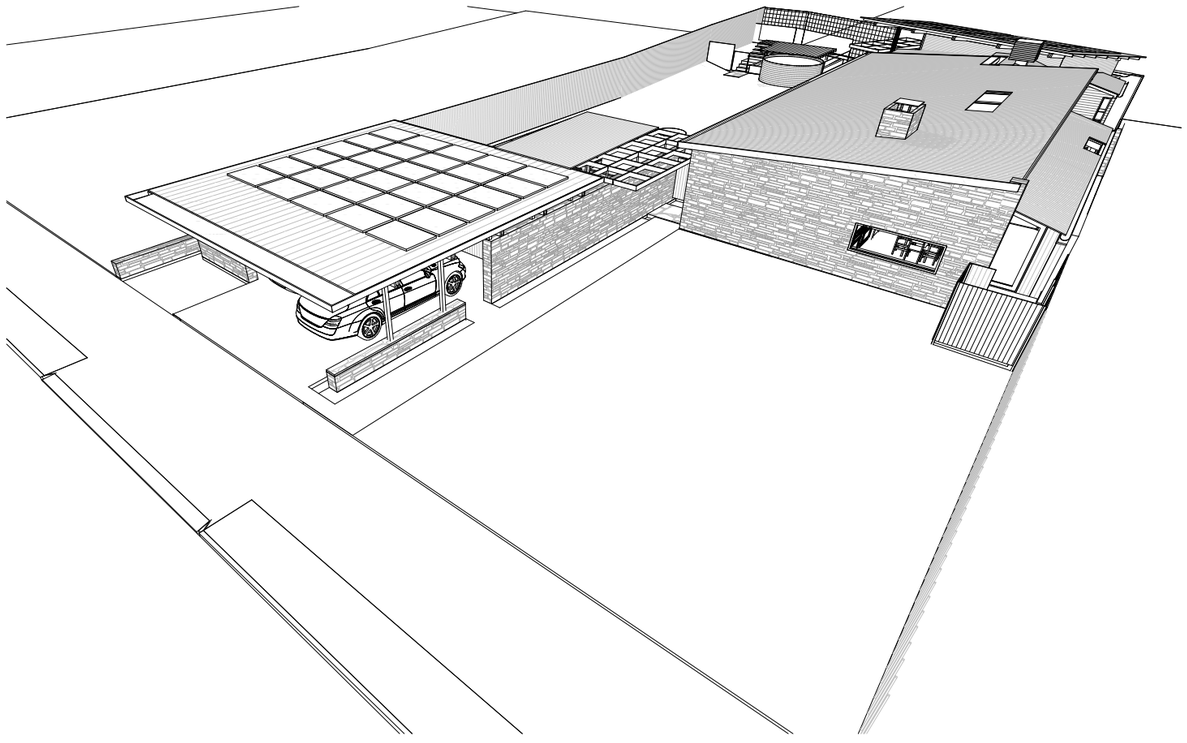
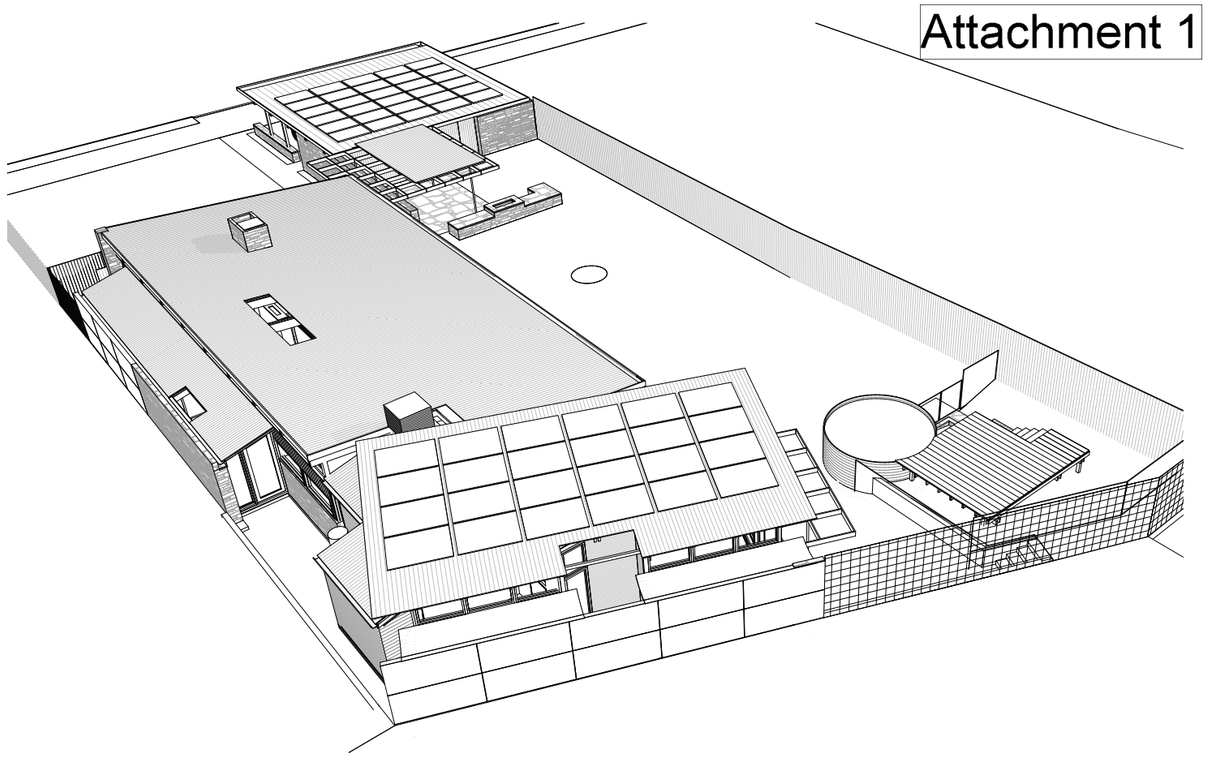
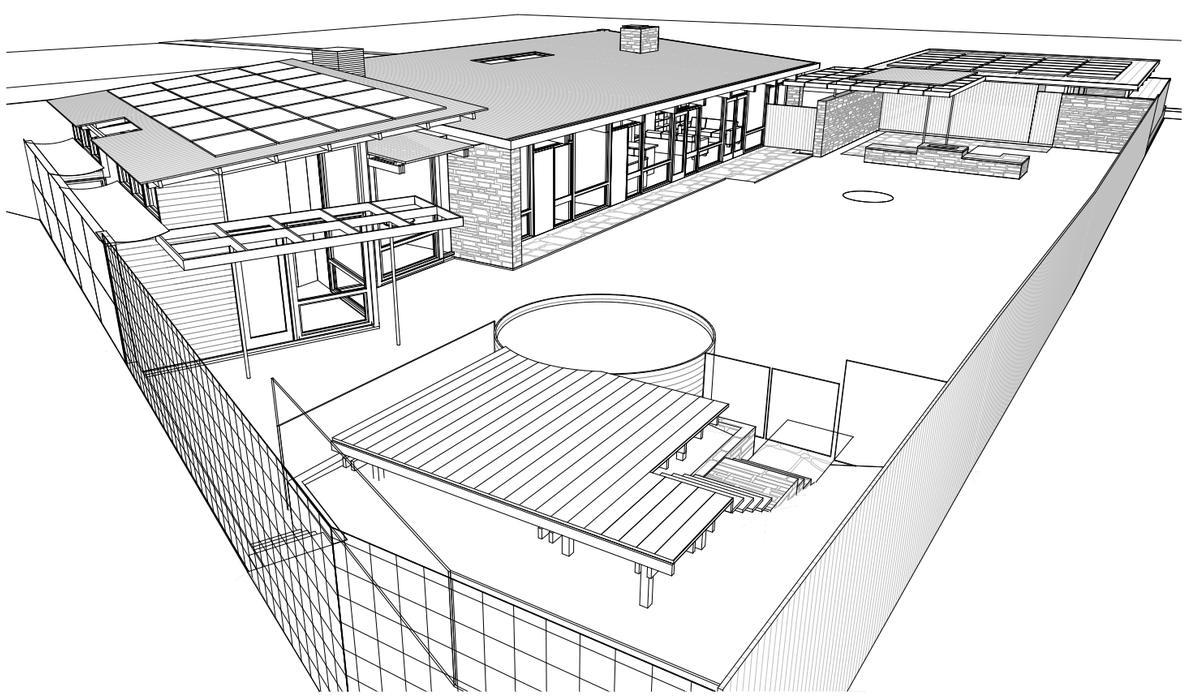


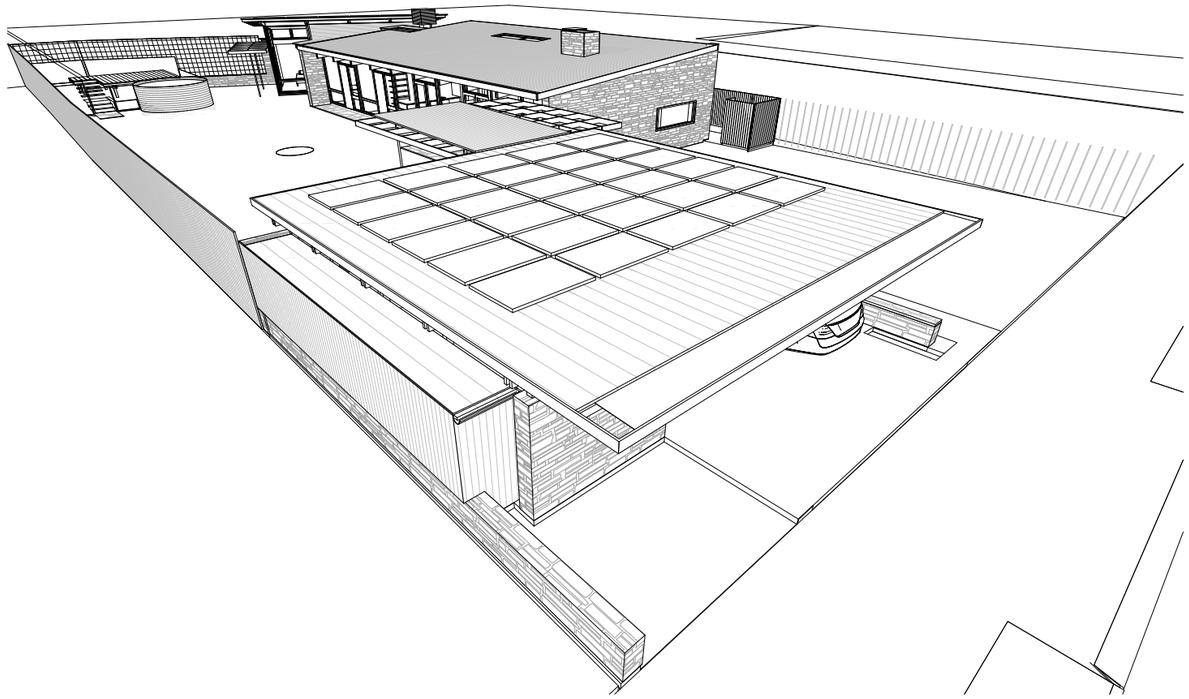
SW perspective



SE perspective



NE perspective



NW perspective

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aerial perspectives

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arborman® tree solutions
PROFESSIONALS IN ARBORICULTURE

Arboricultural Impact Assessment and Development Impact Report

Site: 14 Hanson Avenue, Heathpool

Date: Wednesday, 4 December 2024

ATS7828-014HanAvDIR

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Appendix B - Tree Assessment Findings
Appendix C - Mapping
Appendix D - Tree Assessment Summary
Appendix E - Tree Protection Zone Guidelines

Report Reference Number: ATS7828-014HanAvDIR

Report prepared for
Sophie Wilkinson

Author
Tom Richardson, Consulting Arborist, Arborman Tree Solutions Pty Ltd

Executive Summary

Arborman Tree Solutions has assessed the identified trees in the front and rear of 14 Hanson Avenue, Heathpool. The assessment has identified the potential impacts to the trees from the proposed development and supporting infrastructure and recommended mitigation strategies where appropriate. There are two conceptual proposals (Plan A & Plan B) which both involve building an addition to the existing dwelling on the eastern side of the building in the rear garden. This assessment provides recommendations in accordance with Australian Standard AS4970-2009 *Protection of trees on development sites* (AS4970-2009).

The assessment considered three trees which are identified as *Eucalyptus camaldulensis* (River Red Gum), Trees 1 and 4, and *Phoenix canariensis* (Canary Island Date Palm), Tree 3. Trees 1 and 4 appear to be naturally occurring and likely predate the residential settlement of the area, whereas Tree 3 is an introduced exotic tree that has been planted as part of the landscape of the area. The health and structure of all three trees indicate they are in Good overall condition and have adapted to their local environment. Additionally, there are numerous surface roots visible in the rear garden in around Tree 1. Tree 3 is behind the existing fence line and grows between allotment boundaries.

Trees 1 and 4 are Significant trees and Tree 3 is a Regulated tree as defined in the *PDI Act 2016* and the *Planning and Design Code (Regulated and Significant Tree Overlay)*. Significant and Regulated trees should be preserved if they meet aesthetic and/or environmental criteria as described in the *Planning and Design Code (Regulated and Significant Tree Overlay)*. When assessed against the relevant 'Desired Outcomes', 'Performance Outcomes' and 'Designated Performance Features', Trees 1 and 4 are considered to provide 'important' aesthetic and/or environmental benefit which would warrant their protection; the remaining tree, Tree 3, is not considered to be 'important' as such, its protection as a Regulated tree that prevents an otherwise reasonable and expected development is not warranted.

The Arboricultural Impact Assessment has identified that the two Significant trees 1 and 4 in the area of the proposed development are unlikely to be negatively impacted by the planned works. The encroachment is less than 10% of the TPZ area, both trees are in good condition and a highly tolerant species and it is therefore highly unlikely that the proposed works will impact on the viability of these trees. Tree 3, the Regulated tree under Plan A, is also unlikely to have any long-term impact, the encroachment is only 11% and it is in good health and tolerant to changes in its environment. However, Tree 3 is Conflicted under Plan B but due to its species tolerance can readily be transplanted within the site and retained.

Whilst the viability of the trees to be retained is unlikely to be impacted by the proposed works, there is potential for incidental damage and as such, Tree Protection is recommended as part of this construction.

Any remaining neighbouring trees with overhanging deadwood should be pruned to reduced fragile and brittle ends of dead branches back to stable framework to create a stable structure whilst retaining habitat value.

Brief

Arborman Tree Solutions was engaged by Sophie Wilkinson to undertake an Arboricultural Impact Assessment and provide a Development Impact Report for the identified trees at 14 Hanson Avenue, Heathpool. The purpose of the Arboricultural Impact Assessment and Development Impact Report is to identify potential impacts the proposed development will have on the trees and provide mitigation strategies to minimise the impact where appropriate.

There are two conceptual proposed developments which both include building an addition to the existing dwelling. This assessment will determine the potential impacts the proposal may have on the identified trees and recommend impact mitigation strategies in accordance with Australian Standard AS4970-2009 *Protection of trees on development sites* (AS4970-2009) for trees to be retained.

In accordance with section 2.2 of the AS4970-2009 the following information is provided:-

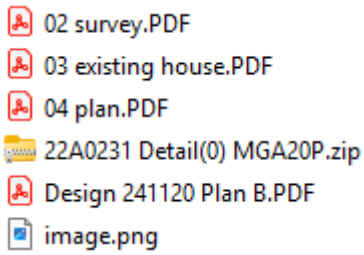
- Assessment of the general condition and structure of the subject trees.
- Identification of the legislative status of trees on site as defined in the *Planning, Development and Infrastructure Act 2016 (PDI Act 2016).*
- Identify and define the Tree Protection Zone (TPZ) and Structural Root Zone (SRZ) for each tree.
- Identify potential impacts the development may have on tree health and/or stability.
- Recommend impact mitigation strategies in accordance with AS4970-2009 for trees to be retained.
- Provide information in relation to the management of trees.

Note: *There was a total of five trees that were preliminary assessed but only Trees 1, 3 and 4 have been included in this report.*

Documents and Information Provided

The following information was provided for the preparation of this assessment:-

- Email instruction on Scope of Works.
- Design Drawings.
- Associated documents:



Site Location

The trees are located in the front and rear garden of 14 Hanson Avenue, Heathpool.



Figure 1: Site Location - 14 Hanson Avenue, Heathpool

Methodology

The proposed design was reviewed in association with the information in the Design Drawings and CAD files as provided by Sophie Wilkinson.

The potential impact of the proposed works on tree condition is considered in accordance with the guidelines in AS4970-2009 *Protection of trees on development sites* (AS4970-2009). When determining potential impacts of an encroachment into a Tree Protection Zone (TPZ), the following should be considered as outlined in AS4970-2009 section 3.3.4 *TPZ encroachment considerations*:-

a) Location of roots and root development.

b) The potential loss of root mass from the encroachment.

c) Tree species and tolerance to root disturbance.

d) Age, vigour and size of the tree.

e) Lean and stability of the tree.

f) Soil characteristics and volume, topography, and drainage.

g) The presence of existing or past structures or obstacles affecting root growth.

h) Design factors.

The impacts on a tree can be varied and are not necessarily consistent with or directly corelated to a particular level of encroachment, to assist in providing consistency the levels of impact have been classified into the following categories:-

No Impact - no encroachment into the TPZ has been identified.

Low <10% - the identified encroachment is less than 10% of the TPZ area and not expected to impact tree viability.

Low >10% - the identified encroachment is greater than 10% of the TPZ area, however there are factors that indicate the proposed development will not negatively impact tree viability.

High >10% - the identified encroachment is greater than 10% of the TPZ area and factors are present that indicate the proposed development will negatively impact tree viability. The impact is likely to lead to the long-term decline of the tree, however it is unlikely to impact on its short-term stability.

Conflicted - the identified encroachment is greater than 10% of the TPZ area and in most cases will also impact the Structural Root Zone (SRZ) and/or the trunk. There are factors present that indicate the proposed development will negatively impact tree viability to the point where its removal is required as part of the development.

Trees with calculated encroachments greater than 10% and with an Impact identified as 'Low' have features or considerations identified in clauses in AS4970-2009 3.3.4 *TPZ encroachment considerations* which indicate these trees will be sustainable.

Trees with calculated encroachments greater than 10% and with an Impact identified as 'High' do not have any features or considerations identified in clauses in AS4970-2009 3.3.4 and therefore alternative design solutions, additional root investigations and/or tree sensitive construction measures are required if the tree is to be retained. Where alternative protection methodologies are not available tree removal may be required to accommodate the development.

Trees with an Impact identified as 'Conflicted' are impacted over the majority of their root zone and/or over the SRZ or on the trunk, additional root investigations or tree sensitive construction measures are not available, and the only option is alternative designs or tree removal.

Regulatory Status, Tree Protection Zones and Development Impacts are shown in Appendix B - Tree Assessment Findings.

Assessment

Arborman Tree Solutions has assessed the identified trees in the front and rear of 14 Hanson Avenue, Heathpool. The assessment has identified the potential impacts to the trees from the proposed development and supporting infrastructure and recommended mitigation strategies where appropriate. There are two conceptual proposals (Plan A & Plan B) which both involve building an addition to the existing dwelling on the eastern side of the building in the rear garden. This assessment provides recommendations in accordance with Australian Standard AS4970-2009 *Protection of trees on development sites* (AS4970-2009).

Tree Assessment

The assessment considered three trees which are identified as *Eucalyptus camaldulensis* (River Red Gum), Trees 1 and 4, and *Phoenix canariensis* (Canary Island Date Palm), Tree 3. Trees 1 and 4 appear to be naturally occurring and likely predate the residential settlement of the area, whereas Tree 3 is an introduced exotic tree that has been planted as part of the landscape of the area. The health and structure of all three trees indicate they are in Good overall condition and have adapted to their local environment. Additionally, there are numerous surface roots visible in the rear garden in around Tree 1. Tree 3 is behind the existing fence line and grows between allotment boundaries.

Findings on individual tree health and condition are presented in Appendix B - Tree Assessment Findings.

Eucalyptus camaldulensis (River Red Gum) is a large tree reaching 25-35 metres in height with a broad spreading crown, as the tree matures it can develop buttress roots from its very thick trunk. This species is the most widespread and best known of the Australian eucalypts. As the common name would suggest it is generally found along waterways and on floodplains, despite this it is a very adaptable tree and will grow in a wide variety of soils and conditions. An advantage of this species heritage as a floodplain tree for the urban environment is that it is able to adapt to changes in soil levels and moisture content to a much greater extent than many other eucalypts being able to withstand changes in soil level, drought and water logging for extended periods. This is at least partially due to the species characteristic of deep sinker roots within two to three metres of the trunk that can extend considerable depths into the soil to areas of permanent water.

Phoenix canariensis (Canary Island Date Palm) originates from The Canary Islands is widely cultivated for its large stately appearance of single, upright, thick trunk topped with a crown of stiff fronds 2-4 metres long with sharp spines at their bases. Flowers are inconspicuous giving way to more obvious orange/yellow date like ornamental fruits ripening in early summer. As with many palms, and similar plants, *Phoenix canariensis* is well suited to transplanting with numerous examples of them being successfully moved throughout the state and interstate. Canary Island Date Palm is used in many entrance statements, median plantings and parkland strips and can form impressive plantings.

Legislative Assessment

Trees 1 and 4 are Significant trees and Tree 3 is a Regulated trees as defined in the *PDI Act 2016* and the *Planning and Design Code (Regulated and Significant Tree Overlay)*. Significant and Regulated trees should be preserved if they meet aesthetic and/or environmental criteria as described in the *Planning and Design Code (Regulated and Significant Tree Overlay)*. When assessed against the relevant 'Desired Outcomes', 'Performance Outcomes' and 'Designated Performance Features', Trees 1 and 4 are considered to provide 'important' aesthetic and/or environmental benefit which would warrant their protection; the remaining tree, Tree 3 is not considered to be 'important' as such its protection as a Regulated tree that prevents an otherwise reasonable and expected development is not warranted.

Retention Assessment

Trees that provide important environmental and/or aesthetic contribution to the area, are in good condition scored a High Retention Rating and conservation of these trees is encouraged. Trees that score a Moderate Retention Rating provide a level of environmental and/or aesthetic benefit, however not to an important level; these trees should be retained if they can be adequately protected. Trees identified as not suitable for retention or attained a Low Tree Retention Rating, displayed one or a number of the following attributes:-

a) provide limited environmental/aesthetic benefit,

b) short lived species,

c) represent a material risk to persons or property,

d) identified as causing or threatening to cause substantial damage to a structure of value,

e) limited Useful Life Expectancy, and

f) young and easily replaced.

Trees 1 and 4 are considered to be suitable for retention as they achieved a High Retention Rating, as they display aesthetic and/or environmental attributes of good quality and meet one or more criteria within the *PDI Act 2016* that warrant their retention as important trees.

The remaining tree, Tree 3 achieved a Low Retention Rating indicating it should not form a constraint to an otherwise reasonable and expected development.

***Note**: There are no trees on site that are identified as 'Special Value' trees due to their cultural or environmental value that would override their retention rating.*

Encroachment and Impact Assessment

Within AS4970-2009, relevant information is provided to assist with determining the impact on trees when developing in close proximity to them. Any tree that requires protection should be retained whilst remaining viable during and post development. Further guidance on how to suitably manage any proposed or encountered encroachments is identified in AS4970-2009. When assessing potential impacts, a Tree Protection Zone (TPZ) and Structural Root Zone (SRZ) are the principle means of protecting a tree and are provided in accordance with AS4970-2009 section 1.4.5 and 3.2. This standard has been applied to ensure trees identified for retention remain viable and the redevelopment is achievable.

There is no encroachment into the TPZ of Tree 4, therefore there is not expected to be any impact on the long-term viability of this tree as a result of the proposed development.

The encroachment for Tree 1 is less than 10% of the TPZ area and does not impact the SRZ, this type of encroachment is recognised as 'Minor' as defined in AS4970-2009 (See Appendix C - Mapping). This level of encroachment results in No or Low Impact and additional root investigations are not required, warranted and have not been recommended in this instance.

The encroachment for Tree 3 is greater than 10% of the total TPZ area and is therefore classified as a 'Major Encroachment' as defined in AS4970-2009. AS4970-2009 also identifies relevant factors that should be considered when determining the 'impact' of encroachments such as this; these considerations are listed under section 3.3.4 *TPZ encroachment considerations*. When considering these factors, the proposed encroachment is unlikely to result in tree damaging activity that will result in the decline, death or failure of the tree and is therefore considered to be a Low Impact.

The following discusses the relevant factors of AS4970-2009 section 3.3.4 *TPZ encroachment considerations* for this tree:-

- 3.3.4 (c) '*Tree species and tolerance to root disturbance'*
  Phoenix canariensis is well suited to transplanting with numerous examples of them being successfully moved throughout the state and interstate and is moved frequently with minimal root retained as they are readily replaced due the species tolerance and different root morphology and architecture.
- 3.3.4 (d) '*Age, vigour and size of the tree'*
  The tree is *semi*-mature and displays good health and vitality, indicating it can tolerate the proposed level of encroachment without noticeable impacts. Healthy and vigorous trees can manage various levels of pruning, demolition of existing structures, changes in soil grade and moisture, soil compaction and other root zone encroachments and are better able to adapt to the new site conditions once the development phase has been completed.
- 3.3.4 (h) '*Design factors'*
  Tree 3 also has the potential to be relocated within the subject land and can therefore be retained, regardless of the chosen design.

Table 1 - Development Impact

Impact	Number of Trees	Tree Numbers
Low	2	1 and 3
No Impact	1	4

Pruning Consideration

Under the proposal **Plan A,** Tree 3 would require pruning of all lateral fronds within the proposed construction area if it were to remain in its current location. This would have a Low overall impact on the long-term viability of Tree 3 and the fronds would be readily replaced.

In addition, adjacent neighbouring dead trees would require pruning to reduce any unstable timber back to a more reliable framework to create a better and longer lasting structure, whilst retaining any hollows or habitat value.

Conclusion

The Arboricultural Impact Assessment has identified that the two Significant trees 1 and 4 in the area of the proposed development are unlikely to be negatively impacted by the planned works. The encroachment is less than 10% of the Tree Protection Zone area, both trees are in good condition and a highly tolerant species, and it is therefore highly unlikely that the proposed works will impact on the viability of these trees. Tree 3, the Regulated tree under Plan A is also unlikely to have any long-term impact, the encroachment is only 11% and it is in good health and tolerant to changes in its environment. However, Tree 3 is Conflicted under Plan B but due to its species tolerance can readily be transplanted within the site and retained.

Recommendation

Tree Protection

Whilst the viability of the trees to be retained is unlikely to be impacted by the proposed works, there is potential for incidental damage and as such, Tree Protection is recommended as part of this construction.

The following is recommended as a minimum:-

1. Ensure all work requirements/activities in the vicinity of these trees are discussed and designed in consultation with the Project Arborist, i.e. no machinery operation in the vicinity of the trees without a Tree Protection Plan.
2. A Tree Protection Zone fence is to be erected to ensure access to the marked exclusion zone is restricted. The fence is to be installed prior to the commencement of all other site works including demolition.
3. If machinery access is required within the Tree Protection Zone, ground protection is to be installed within the marked ingress/egress area this is to prevent existing surface roots are not damaged.

Palm Tree Transplantation

1. Tree 3 shall be irrigated with additional water 1-2 days prior to the transplantation, Watering is best delivered over a longer period of time, typically 2-3 hours via an oscillating sprinkler.
2. The new location shall be excavated first to allow a square shaped hole, with an approximate depth of 0.5 metre (subject to change, dependent on the root ball size able to be moved).
3. Excavation around Tree 3 shall retain as much root mass as possible and lifting operation shall limit twisting and crushing of the main trunk tissue.

Habitat pruning

1. Any remaining neighbouring trees with overhanging deadwood should be pruned to reduced fragile and brittle ends of dead branches back to a stable framework to create a stable structure whilst retaining habitat value.

These recommendations have been provided to ensure the balance between development and arboricultural management have been addressed and considered. If the recommendations are followed and adhered to, the trees will not be negatively impacted by this proposal.

Thank you for the opportunity to provide this report. Should you have any questions or require further information, please contact me and I will be happy to be of assistance.

Yours sincerely,



TOM RICHARDSON
Consulting Arborist
Diploma of Arboriculture – AHC50516
VALID Tree Risk Assessment (VALID)
Native Vegetation Council Trained Arborist
ISA – Tree Risk Assessment Qualification

Habitat Pruning Examples

The following is for demonstration purposes and not of the subject tree.

Photograph 1: Pruning back dead branch to stable timber
Instead of a clean pruning cut, branches can be ‘fracture pruned’ to mimic natural branch failure.



Definitions

Circumference: trunk circumference measured at one metre above ground level. This measurement is used to determine the status of the tree in relation to the *Planning, Development and Infrastructure Act 2016 (PDI Act 2016)*.

Diameter at Breast Height: trunk diameter measured at 1.4 metres above ground level used to determine the Tree Protection Zone as described in Australian Standard AS4970-2009 *Protection of trees on development sites*.

Diameter at Root Buttress: trunk diameter measured just above the root buttress as described in Australian Standard AS4970-2009 *Protection of trees on development sites* and is used to determine the Structural Root Zone.

Tree Damaging Activity: Tree damaging activity includes those activities described within the *Planning, Development and Infrastructure Act 2016 (PDI Act 2016),* such as removal, killing, lopping, ringbarking or topping or any other substantial damage such as mechanical or chemical damage, filling or cutting of soil within the TPZ. Can also include forms of pruning above and below the ground.

Tree Protection Zone (TPZ): area of root zone that should be protected to prevent substantial damage to the tree's health.

Structural Root Zone (SRZ): calculated area within the tree's root zone that is considered essential to maintain tree stability.

Project Arborist: a person with the responsibility for conducting a tree assessment, report preparation, consultation with designers, specifying tree protection measures, monitoring and certification. The Project Arborist must be competent in arboriculture, having acquired through training, minimum Australian Qualification Framework (AQTF) Level 5, Diploma of Horticulture (Arboriculture) and/or equivalent experience, the knowledge and skills enabling that person to perform the tasks required by this standard.

Encroachment: the area of a Tree Protection Zone that is within the proposed development area.

Impact: the effect on tree health, structure and/or viability as a result of required works associated with the proposed development within the TPZ or the vicinity of the tree(s).

References

Australian Standard AS4970–2009 ***Protection of trees on development sites***: Standards Australia.

Matheny N. Clark J. 1998: ***Trees and Development a Technical Guide to Preservation of Trees During Land Development***: International Society of Arboriculture, Champaign, Illinois, USA.

Appendix A - Tree Assessment Methodology

Tree Assessment Form (TAF©)

Record	Description
Tree	In botanical science, a tree is a perennial plant which consists of one or multiple trunks which supports branches and leaves. Trees are generally taller than 5 metres and will live for more than ten seasons, with some species living for hundreds or thousands of seasons.
Genus and Species	Botanical taxonomy of trees uses the binominal system of a genus and species, often there are subspecies and subgenus as well as cultivars. When identifying tree species, identification techniques such as assessing the tree's form, flower, stem, fruit and location are used. Identifying the right species is critical in assessing the tree's legalisation and environmental benefit. All efforts are made to correctly identify each tree to species level, where possible. Genus is the broader group to which the tree belongs e.g. *Eucalyptus, Fraxinus* and *Melaleuca*. Species identifies the specific tree within the genus e.g. *Eucalyptus camaldulensis*, *Fraxinus griffithi* or *Melaleuca styphelioides*. Trees will also be assigned the most commonly used Common Name. Common Names are not generally used for identification due to their nonspecific use, i.e. *Melia azedarach* is commonly known as White Cedar in South Australia but is also called Chinaberry Tree, Pride of India, Bead-tree, Cape Lilac, Syringa Berrytree, Persian Lilac, and Indian Lilac; equally similar common names can refer to trees from completely different Genus e.g. Swamp Oak, Tasmanian Oak and English Oak are from the *Casuarina, Eucalyptus* and *Quercus* genus's respectively.
Height	Tree height is estimated by the arborist at the time of assessment. Tree height is observed and recorded in the following ranges; <5m, 5-10m, 10-15m and >20m.
Spread	Tree crown spread is estimated by the arborist at the time of assessment and recorded in the following ranges <5m, 5-10m, 10-15m, 15-20m, >20m.
Health	Tree health is assessed using the Arborman Tree Solutions - Tree Health Assessment Method that is based on international best practice.
Structure	Tree structure is assessed using Arborman Tree Solutions - Tree Structure Assessment Method that is based on international best practice.
Tree Risk Assessment	Tree Risk is assessed using Tree Risk Assessment methodology. The person conducting the assessment has been trained in the International Society of Arboriculture Tree Risk Assessment Qualification (TRAQ), Quantified Tree Risk Assessment (QTRA) and/or VALID Tree Risk Assessment (VALID). Refer to the Methodology within the report for additional information.
Legislative Status	Legislation status is identified through the interpretation of the *Development Act 1993*, the *Natural Resource Management Act 2004,* the *Native Vegetation Act 1991* and/or any other legislation that may apply.
Mitigation	Measures to reduce tree risk, improve tree condition, remove structural flaws, manage other conditions as appropriate may be recommended in the form of pruning and is listed in the Tree Assessment Findings (Appendix B). Tree pruning is recommended in accordance with AS4373-2007 *Pruning amenity trees* where practicable. Where measures to mitigate risk is not possible and the risk is unacceptable, then tree removal or further investigation is recommended.

Useful Life Expectancy (ULE)

ULE Rating	Definition
Surpassed	The tree has surpassed its Useful Life Expectancy. Trees that achieve a surpassed ULE may do so due to poor health, structure or form. Additionally, trees that are poorly located such as under high voltage powerlines or too close to structures may also achieve a surpassed ULE. Trees that achieve this status will be recommended for removal as there are no reasonable options to retain them.
<10 years	The tree displays either or both Poor Health and/or Structure and is considered to have a short Useful Life Expectancy of less than ten years. Some short-lived species such as *Acacia sp*. may naturally achieve a short ULE.
>10 years	The tree displays Fair Health or Structure and Good Health or Structure and is considered to have a Useful Life Expectancy of ten years or more. Trees identified as having a ULE of >10, will require mitigation such as pruning, stem injections or soil amelioration to increase their ULE.
>20 years	The tree displays Good Health and Structure and is considered to have an extended Useful Life Expectancy of more than twenty years.

Maturity (Age)

Age Class	Definition
Senescent	The tree has surpassed its optimum growing period and is declining and/or reducing in size. May be considered as a veteran in relation to its ongoing management. Tree will have generally reached greater than 80% of its expected life expectancy.
Mature	A mature tree is one that has reached its expected overall size, although the tree's trunk is still expected to continue growing. Tree maturity is also assessed based on species; as some trees are much longer lived than others. Tree will have generally reached 20-80% of its expected life expectancy.
Semi Mature	A tree which has established but has not yet reached maturity. Normally tree establishment practices such as watering will have ceased. Tree will generally not have reached 20% of its expected life expectancy.
Juvenile	A newly planted tree or one which is not yet established in the landscape. Tree establishment practices such as regular watering will still be in place. Tree will generally be a newly planted specimen up to five years old; this may be species dependant.

Tree Health Assessment (THA©)

Category	Description
Good	Tree displays normal vigour, uniform leaf colour, no or minor dieback (<5%), crown density (>90%). When a tree is deciduous, healthy axillary buds and typical internode length is used to determine its health. A tree with good health would show no sign of disease and no or minor pest infestation was identified. The tree has little to no pest and/or disease infestation.
Fair	Tree displays reduced vigour abnormal leaf colour, a moderate level of dieback (<15%), crown density (>70%) and in deciduous trees, reduced axillary buds and internode length. Minor pest and/or disease infestation potentially impacting on tree health. Trees with fair health have the potential to recover with reasonable remedial treatments.
Poor	Tree displays an advanced state of decline with low or no vigour, chlorotic or dull leaf colour, with high crown dieback (>15%), low crown density (<70%) and/or in deciduous trees, few or small axillary buds and shortened internode length. Pest and or disease infestation is evident and/or widespread. Trees with poor health are highly unlikely to recover with any remedial treatments; these trees have declined beyond the point of reversal.
Dead	The tree has died and has no opportunity for recovery.

Tree Structural Assessment (TSA©)

Category	Description
Good	Little to no branch failure observed within the crown, well-formed unions, no included bark, good branch and trunk taper present, root buttressing and root plate are typical. Trees that are identified as having good health display expected condition for their age, species and location.
Fair	The tree may display one or more of the following a history of minor branch failure, included bark unions may be present however, are stable at this time, acceptable branch and trunk taper present, root buttressing and root plate are typical. Trees with fair structure will generally require reasonable remediation methods to ensure the tree's structure remains viable.
Poor	History of significant branch failure observed in the crown, poorly formed unions, unstable included bark unions present, branch and/or trunk taper is abnormal, root buttressing and/or root plate are atypical.
Failed	The structure of the tree has or is in the process of collapsing.

Tree Form Assessment (TFA©)

Category	Description
Good	Form is typical of the species and has not been altered by structures, the environment or other trees.
Fair	The form has minor impacts from structures, the environment or adjacent trees which has altered its shape. There may be slight phototropic response noted or moderate pruning which has altered the tree's form.
Poor	The tree's form has been substantially impacted by structures, the environment, pruning or other trees. Phototropic response is evident and unlikely to be corrected.
Atypical	Tree form is highly irregular due to structures or other trees impacting its ability to correctly mature. Extreme phototropic response is evident; or the tree has had a substantially failure resulting in its poor condition, or extensive pruning has altered the tree's form irreversibly.

Priority

Category	Description
Low	Identified works within this priority should be carried out within 12 months.
Medium	Identified works within this priority should be carried out within 6 months.
High	Identified works within this priority should be carried out within 3 months.
Urgent	Identified works within this priority should be carried out immediately. Works within this priority rating will be brought to attention of the responsible person at the time of assessment.

Tree Retention Rating (TRR)

The Tree Retention Rating is based on a number of factors that are identified as part of the standard tree assessment criteria including Condition, Size, Environmental, Amenity and Special Values. These factors are combined in a number of matrices to provide a Preliminary Tree Retention Rating and a Tree Retention Rating Modifier which combine to provide a Tree Retention Rating that is measurable, consistent and repeatable

Preliminary Tree Retention Rating

The Preliminary Tree Retention Rating is conducted assessing Tree Health and Structure to give an overall Condition Rating and Height and Spread to give an overall Size Rating. The following matrices identify how these are derived.

Condition Matrix				
Structure	**Health**			
	Good	**Fair**	**Poor**	**Dead**
Good	Good	Fair	Poor	Very Poor
Fair	Fair	Fair	Poor	Very Poor
Poor	Poor	Poor	Poor	Very Poor
Failed	Very Poor	Very Poor	Very Poor	Very Poor

Size Matrix					
Spread	**Height**				
	>20	**15-20**	**10-15**	**5-10**	**<5**
>20	Very Large	Large	Medium	Medium	Medium
15-20	Large	Large	Medium	Medium	Medium
10-15	Medium	Medium	Medium	Medium	Medium
5-10	Medium	Medium	Medium	Small	Small
<5	Medium	Medium	Medium	Small	Very Small

The results from the Condition and Size Matrices are then placed in the Preliminary Tree Retention Rating Matrix.

Preliminary Tree Retention Rating				
Size	**Condition**			
	Good	**Fair**	**Poor**	**Very Poor**
Very Large	High	Moderate	Low	Low
Large	High	Moderate	Low	Low
Medium	Moderate	Moderate	Low	Low
Small	Moderate	Low	Low	Low
Very Small	Low	Low	Low	Low

The Preliminary Tree Retention Rating gives a base rating for all trees regardless of other environmental and/or amenity factors and any Special Value considerations. The Preliminary Tree Retention Rating can only be modified if these factors are considered to be of high or low enough importance to warrant increasing or, in a few cases, lowering the original rating.

Tree Retention Rating Modifier

The Preliminary Tree Retention Rating is then qualified against the recognised Environmental and Amenity benefits that trees present to the community thereby providing a quantitative measure to determine the overall Tree Retention Rating. Data is collected in relation to Environmental and Amenity attributes which are compared through a set of matrices to produce a Tree Retention Rating Modifier.

Environmental Matrix				
Origin	**Habitat**			
	High Habitat	**Medium**	**Low**	**No Habitat**
Indigenous	High	Moderate	Moderate	Low
Native	Moderate	Moderate	Low	Low
Exotic	Moderate	Low	Low	Low
Weed	Moderate	Low	Low	Low

Amenity Matrix				
Character	**Aesthetics**			
	High	**Moderate**	**Low**	**None**
High	High	High	Moderate	Moderate
Moderate	High	Moderate	Moderate	Low
Low	Moderate	Moderate	Low	Low
None	Moderate	Low	Low	Low

Tree Retention Rating Modifier			
Amenity	**Environment**		
	High	**Moderate**	**Low**
High	High	High	Moderate
Moderate	High	Moderate	Moderate
Low	Moderate	Moderate	Low

Tree Retention Rating

The results of the Preliminary Tree Retention Rating and the Tree Retention Rating Modifier matrices are combined in a final matrix to give the actual Tree Retention Rating.

Tree Retention Rating Matrix			
Tree Retention Rating Modifier	**Preliminary Tree Retention Rating**		
	High	**Moderate**	**Low**
High	High	High	Moderate
Moderate	Moderate	Moderate	Low
Low	Moderate	Low	Low

Special Value Trees

Trees can have 'Special Value' for reasons outside of normal Arboricultural assessment protocols and therefore would not have been considered in the assessment to this point; to allow for this a Special Value characteristic that can override the Tree Retention Rating can be selected. Special Value characteristics that could override the Tree Retention Rating would include factors such as the following:

Cultural Values
Memorial Trees, Avenue of Honour Trees, Aboriginal Heritage Trees, Trees planted by Dignitaries and various other potential categories.

Environmental Values
Rare or Endangered species, Remnant Vegetation, Important Habitat for rare or endangered wildlife, substantial habitat value in an important biodiversity area and various other potential categories.

Where a tree achieves one or more Special Value characteristics the Tree Retention Rating will automatically be overridden and assigned the value of Important.

Tree Retention Rating Definitions

Special Value These trees will in all instances be required to be retained within any future development/redevelopment. It is highly unlikely that trees that achieve this rating would be approved for removal or any other tree damaging activity. Trees will have either important cultural or environmental value, that warrant their protection regardless of other Arboricultural considerations.

High These trees will in most instances be required to be retained within any future development/redevelopment. It is unlikely that trees that achieve this rating would be approved for removal or any other tree damaging activity. Trees in this category will provide a high level of amenity and/or environmental benefit and are still good overall condition.

Moderate Trees with a moderate retention rating provide limited environmental benefit and amenity to the area. These trees may be semi mature or exotic species with limited environmental value. Moderate trees may also be large trees that display fair overall condition.

Low These trees may not be considered suitable for retention in a future development or redevelopment. These trees will either be young trees that are easily replaced or in poor overall condition. Trees in this category do not warrant special works or design modifications to allow for their retention. Trees in this category are likely to be approved for removal and/or other tree damaging activity in an otherwise reasonable and expected development. Protection of these trees, where they are identified to be retained, should be consistent with Australian Standard AS4970-2009 *Protection of trees on development sites*.

Development Impact Assessment

Potential development impacts were determined in accordance with Australian Standard 4970-2009 *Protection of trees on development sites.* The identification of the impact of development considers a number of factors including the following:

a. The extent of encroachment into a tree's Tree Protection Zone by the proposed development as a percentage of the area.

b. Results of any non-destructive exploratory investigations that may have occurred to determine root activity.

c. Any required pruning that may be needed to accommodate the proposed development.

d. Tree species and tolerance to root disturbance.

e. Age, vigour and size of the tree.

f. Lean and stability of the tree.

g. Soil characteristics and volume, topography and drainage.

h. The presence of existing or past structures or obstacles potentially affecting root growth.

i. Design factors incorporated into the proposed development to minimise impact.

The impacts on a tree can be varied and are not necessarily consistent with or directly corelated to a particular level of encroachment, to assist in providing consistency the levels of impact have been classified into the following categories: -

No Impact - no encroachment into the TPZ has been identified.

Low <10% - the identified encroachment is less than 10% of the TPZ area and not expected to impact tree viability.

Low >10% - the identified encroachment is greater than 10% of the TPZ area however there are factors that indicate the proposed development will not negatively impact tree viability.

High >10% - the identified encroachment is greater than 10% of the TPZ area and factors are present that indicate the proposed development will negatively impact tree viability. The impact is likely to lead to the long-term decline of the tree however it is unlikely to impact on its short-term stability.

Conflicted - the identified encroachment is greater than 10% of the TPZ area and in most cases will also impact the SRZ and/or the trunk. There are factors present that indicate the proposed development will negatively impact tree viability to the point where its removal is required as part of the development.

Trees with calculated encroachments greater than 10% and with an Impact identified as 'Low' have features or considerations identified in clauses in AS4970-2009 3.3.4 *TPZ encroachment considerations* which indicate these trees should be sustainable.

Trees with calculated encroachments greater than 10% and with an Impact identified as 'High' do not have any features or considerations identified in clauses in AS4970-2009 3.3.4 and therefore alternative design solutions, additional root investigations and/or tree sensitive construction measures are required if the tree is to be retained. Where alternative protection methodologies are not available tree removal may be required to accommodate the development.

Trees with an Impact identified as 'Conflicted' are impacted over the majority of their root zone and/or over the SRZ or on the trunk, additional root investigations or tree sensitive construction measures are not available and the only option is alternative designs or tree removal.

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Appendix B - Tree Assessment Findings

Eucalyptus camaldulensis

Tree No: 1

River Red Gum

Inspected:	23 October 2024
Height:	>20 metres
Spread:	15-20 metres
Health:	Good
Structure:	Good
Form:	Good
Trunk Circumference:	>2 metres
Useful Life Expectancy:	>20 years
Tree Protection Zone:	15.00 metres
Structural Root Zone:	4.23 metres



Observations

The health and structure of this tree indicate it is in good overall condition and has adapted to its local environment. Whilst there is a moderate level of decay this is not impacting on the overall stability of the tree. This tree has numerous surfaces roots which have been incorporated into the landscape garden.

Legislative Status	Significant

This tree has a trunk circumference greater than two metres and is not subject to any exemption from regulation and therefore it is identified as a Significant Tree as defined in the Planning, Development and Infrastructure Act 2016.

Retention Rating	High

This tree has a High Retention Rating and all reasonable design considerations should be employed to retain it wherever possible. It is unlikely that tree damaging activity, including removal, will be approved in relation to the management of this tree.

Development Impact	Low

The identified encroachment is less than 10% of the TPZ area and not expected to impact tree viability.

Action	Protect Root Zone

Protect the root zone and crown in accordance with the recommendations and principles of AS4970-2009 Protection of trees on development sites, including the use of temporary road/introduced mulch to protect the surface roots

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Phoenix canariensis

Canary Island Date Palm

Inspected:	23 October 2024
Height:	<5 metres
Spread:	<5 metres
Health:	Good
Structure:	Good
Form:	Fair
Trunk Circumference:	>1 metres
Useful Life Expectancy:	>20 years
Tree Protection Zone:	3.00 metres
Structural Root Zone:	2.71 metres



Observations

The health and structure of this tree indicate it is in good overall condition and has adapted to its local environment, it has been previously subject to clearance pruning. This tree is currently on the adjacent allotment behind the fence line.

Legislative Status	Regulated

This tree has a trunk circumference greater than one metre but less than two metres and is not subject to any exemption from regulation and therefore it is identified as a Regulated Tree as defined in the Planning, Development and Infrastructure Act 2016.

Retention Rating	Low

This tree has a Low Retention Rating and should not form a material constraint to the redevelopment of this site. Tree damaging activity, including removal, is likely to be approved as part of an otherwise reasonable development.

Development Impact	Low

The identified encroachment is greater than 10% of the Tree Protection Zone area however this species is tolerant of changes to its root zone and as such this is not expected to have a long-term impact on tree viability.

Action	Transplant

This tree is considered to be suitable for transplanting when and where required and could be re-positioned to minimise the likelihood of impact.

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Eucalyptus camaldulensis

Tree No: 4

River Red Gum

Inspected:	23 October 2024
Height:	>20 metres
Spread:	15-20 metres
Health:	Good
Structure:	Good
Form:	Good
Trunk Circumference:	>2 metres
Useful Life Expectancy:	>20 years
Tree Protection Zone:	15.00 metres
Structural Root Zone:	4.02 metres



Observations

The health and structure of this tree indicate it is in good overall condition and has adapted to its local environment. Whilst there is a moderate level of decay this is not impacting on the overall stability of the tree.

Legislative Status	Significant

This tree has a trunk circumference greater than two metres and is not subject to any exemption from regulation and therefore it is identified as a Significant Tree as defined in the Planning, Development and Infrastructure Act 2016.

Retention Rating	High

This tree has a High Retention Rating and all reasonable design considerations should be employed to retain it wherever possible. It is unlikely that tree damaging activity, including removal, will be approved in relation to the management of this tree.

Development Impact	No Impact

No encroachment into the Tree Protection Zone area has been identified.

Action	Protect Root Zone

Protect the root zone and crown in accordance with the recommendations and principles of AS4970-2009 Protection of trees on development sites, including creating an exclusion zone and omitting the storage of materials.

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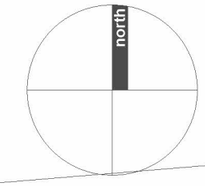
Appendix C - Mapping

Attachment 1

26a Stannington Ave





14 Hanson Ave., Heathpool

The house was built in 1952 by my parents Gwen and Graham Wilkinson. Happily it is now owned by my daughter and her husband.

The original house was built during the post war austerity period and was only 115m² (12 squares). The playroom was created years later by enclosing the courtyard (26.6m²) and relying on fibre glass skylights for daylighting.

The carport was built in a time when cars were much narrower and much shorter. Although there is an existing shed at the end of the carport, it is grossly inadequate for todays modern lifestyle.

The proposed shed on the northern boundary is needed to provide the sort of storage that todays garages provide. This shed is designed to seamlessly extend the roof structure increasing the carport width from 5.4m to 6.4m. It is also proposed to extend the carport roof another meter to the depth. The sandstone walls of the woodshed were built by my father but poor choice of mortar has caused serious fretting of the stone and needs to be demolished. I propose to rebuild these walls at the front of the proposed northern shed to seamlessly modify the carport in the architectural spirit of the original structure.

ATS7828-014HanAvDIR
25/11/2024

Legend

TPZ

SRZ

Encroachments

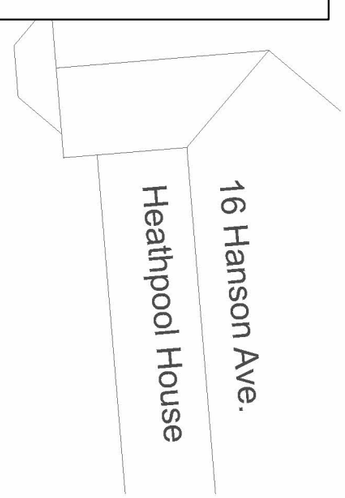
Proposed

Tree Protection Plan

Exclusion Zone

Ingress / Egress

Temporary fencing should be erected to prevent access and the storage of materials within the exclusion zone.



0 2 3 10 80m

© Hugh Wilkinson Design
B.ARCH., B. DESIGN.
BLDRS LIC. BLD 45301
20 Bagot St., Glen Osmond, SA 5064
ph 0439 66 88 46
hughwilkinsondesign@gmail.com

Proposed alteration and additions to
14 Hanson Ave., Heathpool
For Marty Wilson and Sophie Wilkinson

existing house

preliminary plans;
not for construction

DRAWN: Hugh Wilkinson	A3	ISSUE:	SCALE: 1:200
PRINTED: 27/05/2024	JOB NO: 591	ISSUE DATE: 27/05/2024	DWG NO: 3

Not applicable

Plan B

0 1 2 3 5 10 20m 40m

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BLDRS LIC. BLD 45301
20 Bagot St., Glen Osmond, SA 5064
ph 0439 66 88 46
hughwilkinsondesign@gmail.com

Proposed alteration and additions to
14 Hanson Ave., Heathpool
For Marty Wilson and Sophie Wilkinson

plan

preliminary plans;
not for construction

DRAWN: Hugh Wilkinson	A3	ISSUE:	SCALE: 1:100, 1
PRINTED: 16/10/2024	JOB NO: 591	ISSUE DATE: 16/10/2024	DWG NO: 4

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Appendix D – Tree Assessment Summary

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Tree Assessment Summary

Tree No.	Botanic Name	Legislative Status	Retention Rating	Development Impact	TPZ Radius	Observations	Action
1	*Eucalyptus camaldulensis*	Significant	High	Low	15.00 metres	The health and structure of this tree indicate it is in good overall condition and has adapted to its local environment. Whilst there is a moderate level of decay this is not impacting on the overall stability of the tree. This tree has numerous surfaces roots which have been incorporated into the landscape garden.	Protect Root Zone
3	*Phoenix canariensis*	Regulated	Low	Low	3.00 metres	The health and structure of this tree indicate it is in good overall condition and has adapted to its local environment, it has been previously subject to clearance pruning. This tree is currently on the adjacent allotment behind the fence line.	Transplant
4	*Eucalyptus camaldulensis*	Significant	High	No Impact	15.00 metres	The health and structure of this tree indicate it is in good overall condition and has adapted to its local environment. Whilst there is a moderate level of decay this is not impacting on the overall stability of the tree.	Protect Root Zone

Appendix E - Tree Protection Zone Guidelines

Tree Protection Zone General Specifications and Guidelines

The Tree Protection Zone(s) is identified on the site plan, the TPZ is an area where construction activities are regulated for the purposes of protecting tree viability. The TPZ should be established so that it clearly identifies and precludes development/construction activities including personnel.

If development activities are required within the TPZ then these activities must be reviewed and approved by the Project Arborist. Prior to approval, the Project Arborist must be certain that the tree(s) will remain viable as a result of this activity.

Work Activities Excluded from the Tree Protection Zone:

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;

j) Placement of fill;

k) Lighting of fires;

l) Soil level changes;

m) Temporary or permanent installation of utilities and signs, and

n) Physical damage to the tree.

o) Any other activity that could impact on the tree.

Protective Fencing

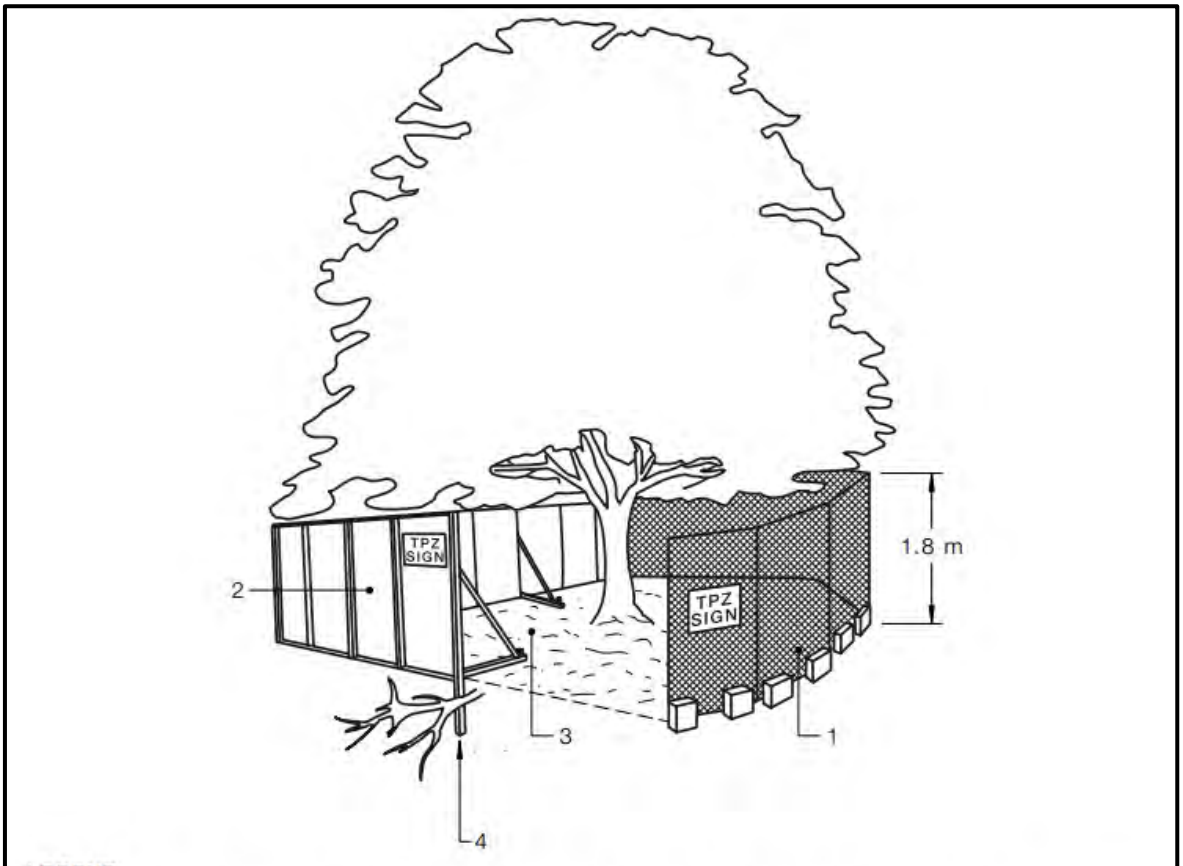
Protective fencing must be installed around the identified Tree Protection Zone (See Figure1). The fencing should by chain wire panels and compliant with AS4687 - 2007 *Temporary fencing and hoardings*. Shade cloth or similar material should be attached around the fence to reduce dust, other particulates and liquids entering the protected area.

Temporary fencing on 28kg bases are recommended for use as this eliminates any excavation requirements to install fencing. Excavation increase the likelihood of root damage therefore should be avoided where possible throughout the project.

Existing perimeter fencing and other structures may be utilised as part of the protective fencing.

Any permanent fencing should be post and rail with the set out determined in consultation with the Project Arborist.

Where the erection of the fence is not practical the Project Arborist is to approve alternative measures.



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 Showing example of protection fencing measures suitable.

Signage

The TPZ must be clearly identified with signs placed around the edge of the TPZ and be visible within the development site. Example of a Tree Protection Zone Sign at the end of this document..

Other Protection Measures

There are other protection methods that should be implemented within the development site and these include:

General

When a TPZ exclusion area cannot be established due to practical reasons or the area needs to be entered to undertake construction activities then additional tree protection measures may need to be adopted. Protection measures should be compliant with AS4970-2009 and approved by the Project Arborist

Installation of Scaffolding within Tree Protection Area.

Where scaffolding is required within the TPZ branch removal should be minimised. Any branch removal required should be approved by the Project Arborist and performed by a certified Arborist and performed in accordance with AS4373-2007. Approval to prune branches must be documented and maintained.

Ground below scaffold should be protected by boarding (e.g. scaffold board or plywood sheeting) as shown in Figure below. The boarding should be left in place until scaffolding is removed.

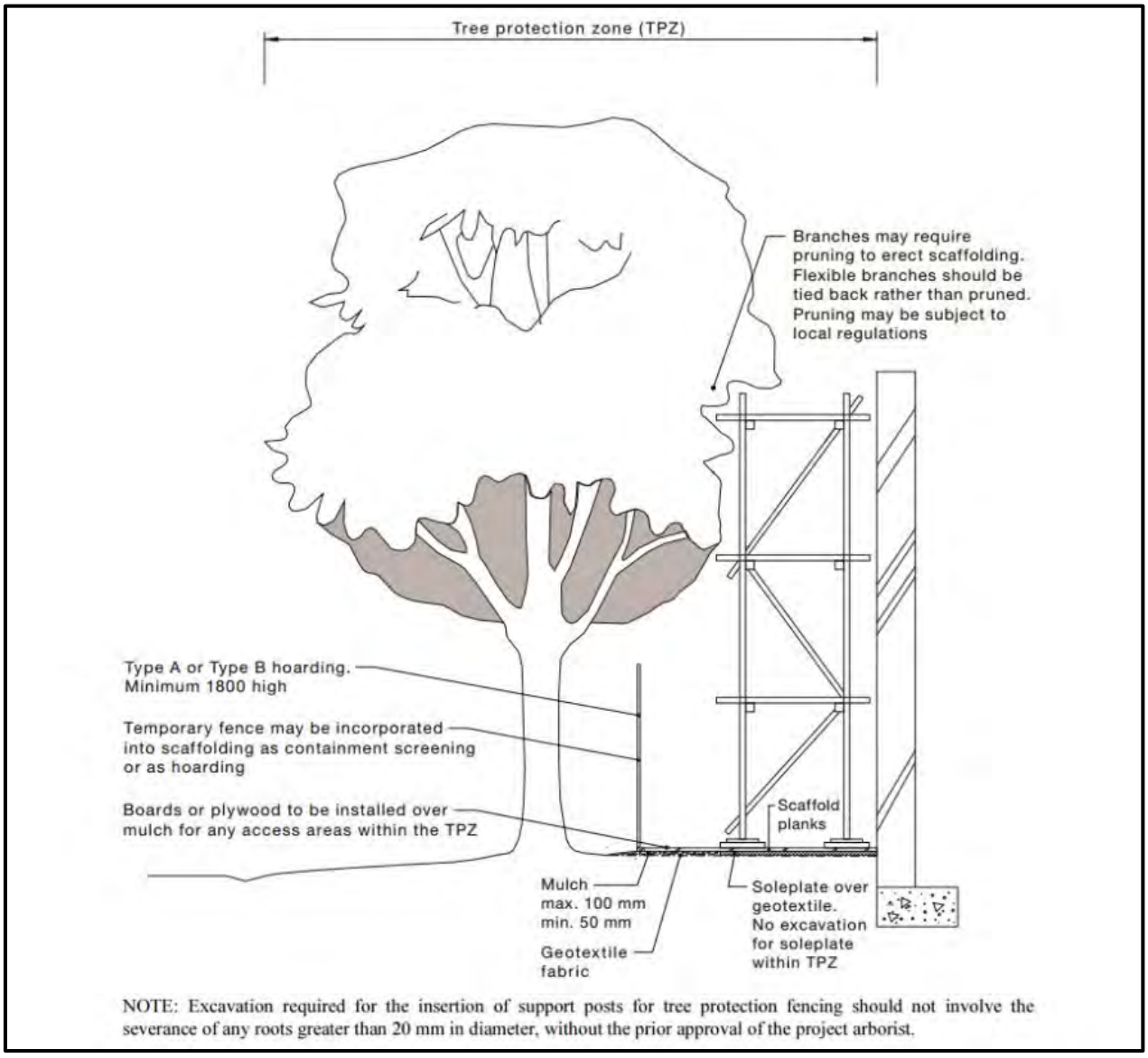


Figure 2 – Showing scaffold constructed within TPZ.

Ground Protection and TPZ Access

Temporary access within the TPZ can be achieved by the installation of suitable ground protection. The purpose of ground protection is to prevent damage to tree roots and avoid compaction of the soil.

Ground protection methods include the placement of a permeable membrane beneath a layer of non-compactable material such as mulch or a no fines gravel which is in turn covered with rumble boards or steel plates.

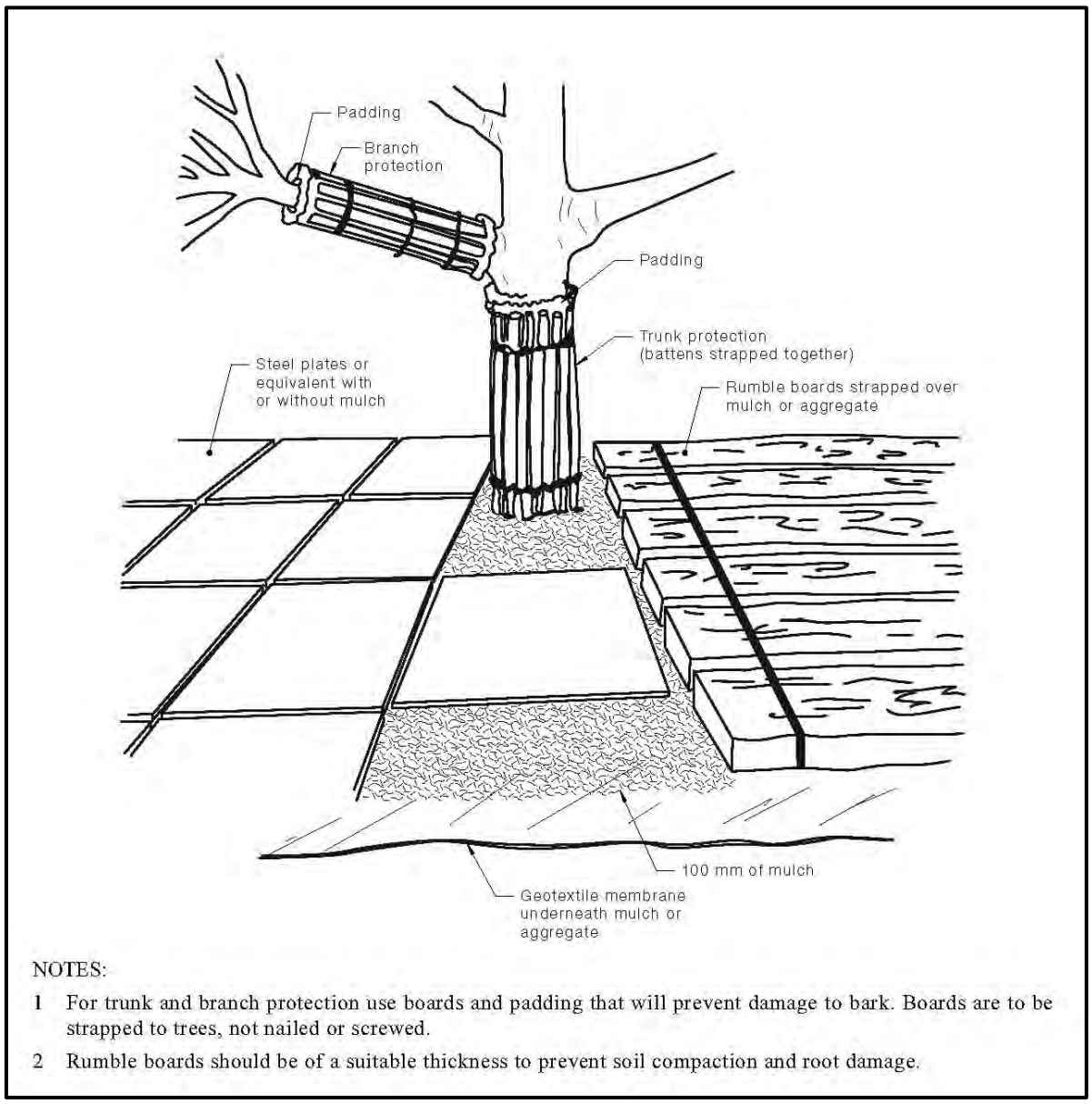


Figure 3 – Ground protection methods.

Document Source:

The previous three diagrams in this document are sourced from AS4970-2009 Protection of trees on development sites*. Further information and guidelines are available in within that document.*

Paving Construction within a Tree Protection Zone

Paving within any Tree Protection Zone (TPZ) must be carried out above natural ground level unless it can be shown with non-destructive excavation (AirSpade® or similar) that no or insignificant root growth occupies the proposed construction area.

Due to the adverse effect filling over a Tree Protection Zone (TPZ) can have on tree health; alternative mediums other than soil must be used. Available alternative mediums include structural soils or the use of a cellular confinement system such as *Ecocell*®.

Ecocell®

Ecocell® systems are a cellular confinement system that can be filled with large particle sized gravels as a sub-base for paving systems to reduce compaction to the existing grade.

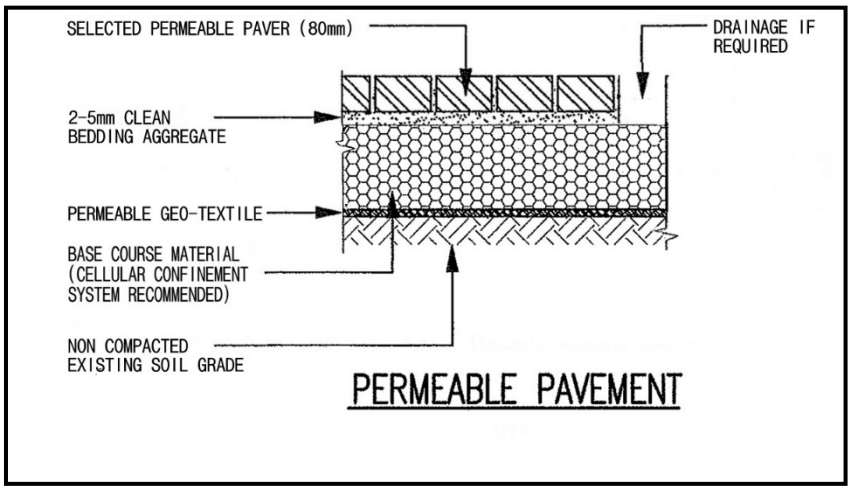
Site preparation

- Clearly outline to all contracting staff entering the site the purpose of the TPZ's and the contractors' responsibilities. No fence is to be moved and no person or machinery is to access the TPZ's without consent from the local council and/or the Project Arborist.

- Fence off the unaffected area of the TPZ with a temporary fence leaving a 1.5 metre gap between the work area and the fence; this will prevent machinery access to the remaining root zone.

Installation of Ecocell® and EcoTrihex Paving®

- Install a non-woven geotextile fabric for drainage and separation from sub base with a minimum of 600mm overlap on all fabric seams as required.
- Add Ecocell®, fill compartments with gravel and compact to desired compaction rate.
- If excessive groundwater is expected incorporate an appropriate drainage system within the bedding sand level.
- Add paving sand to required depth and compact to paving manufacturer's specifications.
- Lay EcoTrihex Paving® as per manufactures specifications and fill gaps between pavers with no fines gravel.
- Remove all debris, vegetation cover and unacceptable in-situ soils. No excavation or soil level change of the sub base is allowable for the installation of the paving.
- Where the finished soil level is uneven, gullies shall be filled with 20 millimetre coarse gravel to achieve the desired level.



This construction method if implemented correctly can significantly reduce and potentially eliminated the risk of tree decline and/or structural failure and effectively increase the size of the Tree Protection Zone to include the area of the paving.

Certificates of Control

Stage in development	Tree management process	
	Matters for consideration	Actions and certification
Development submission	Identify trees for retention through comprehensive arboricultural impact assessment of proposed construction. Determine tree protection measures Landscape design	Provide arboricultural impact assessment including tree protection plan (drawing) and specification
Development approval	Development controls Conditions of consent	Review consent conditions relating to trees
Pre-construction (Sections 4 and 5)		
Initial site preparation	State based OHS requirements for tree work Approved retention/removal Refer to AS 4373 for the requirements on the pruning of amenity trees Specifications for tree protection measures	Compliance with conditions of consent Tree removal/tree retention/transplanting Tree pruning Certification of tree removal and pruning Establish/delineate TPZ Install protective measures Certification of tree protection measures
Construction (Sections 4 and 5)		
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 (Section 5)		
Defects liability/ maintenance period	Tree vigour and structure	Maintenance and monitoring Final remedial tree works Final certification of tree condition

Document Source:

This table has been sourced from AS4970-2009 Protection of trees on development sites. *Further information and guidelines are available in within that document.*

Tree Protection Zone



NO ACCESS

Contact: Arborman Tree Solutions

0418 812 967

e: arborman@arborman.com.au

arborman tree solutions
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Boundary conditions between 14 Hanson Ave and 14A Hanson Ave

14 Hanson Avenue and 14A Hanson Avenue share a common side boundary.

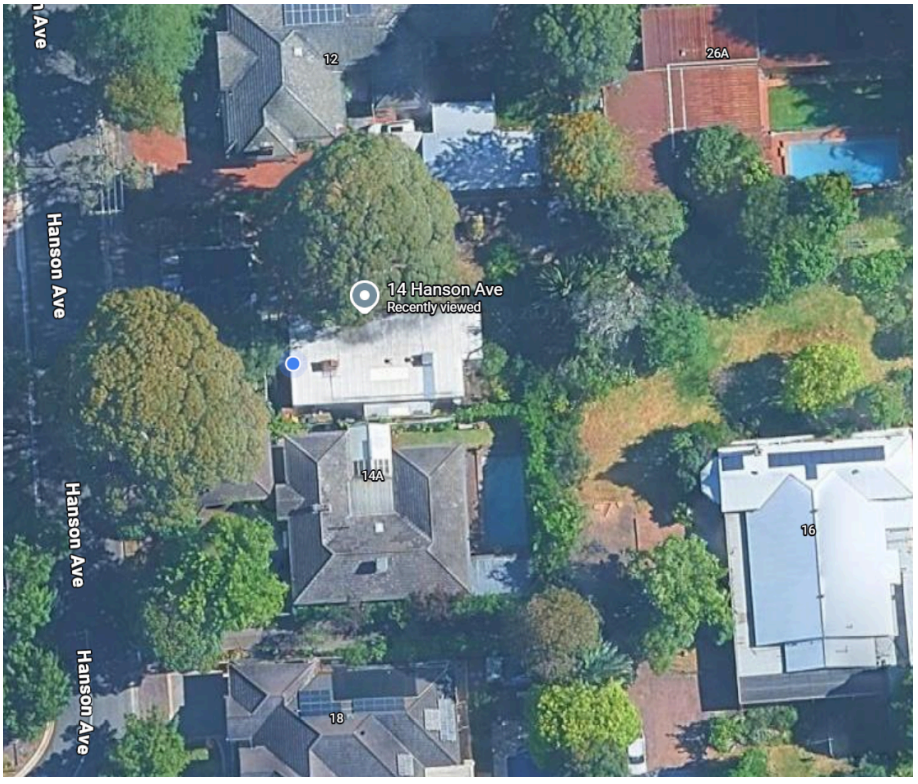
At 14 Hanson, an external stone dwelling wall (the existing playroom wall) is constructed on the boundary. At 14A, no dwelling walls are located on the boundary.

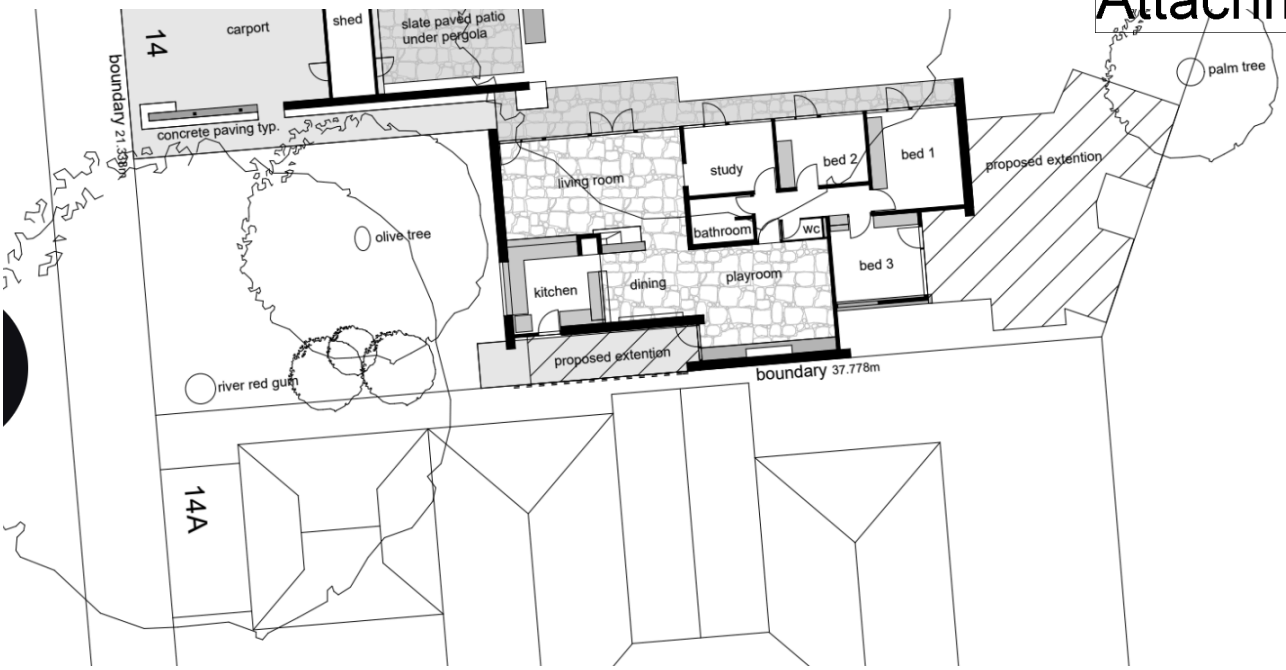
Along the shared boundary, an existing timber fence abuts the external stone wall of the playroom at 14 Hanson. This comprises a taller section of one style, against which lattice screening on the 14A side is positioned, and a lower section, painted brown, that continues along the boundary to approximately the front building line of 14A. From that point, the boundary treatment transitions to a metal fence extending to the front boundary.

At 14A Hanson, an outdoor patio with a Colorbond-style roof extends from the dwelling to the shared boundary. The patio area incorporates lattice-style screening on the 14A side of the boundary.

West of the patio area is the main dwelling at 14A, which runs parallel to the side boundary at an approximate setback of 1.5 m until the front of the dwelling. This wall contains no windows, as the side area is used for bin storage.

Please refer to the accompanying photos to assist in assessing this interface in the context of the proposed laundry and associated side boundary wall. We note that the proposed laundry roofline follows the existing playroom roofline and is modest in height, with the intention of avoiding additional overshadowing or visual impact to 14A.




14
carport
shed
slate paved patio
under pergola
boundary 21.33m
concrete paving typ.
palm tree
living room
study
bed 2
bed 1
proposed extention
olive tree
bathroom
wc
kitchen
dining
playroom
bed 3
proposed extention
river red gum
boundary 37.778m
14A













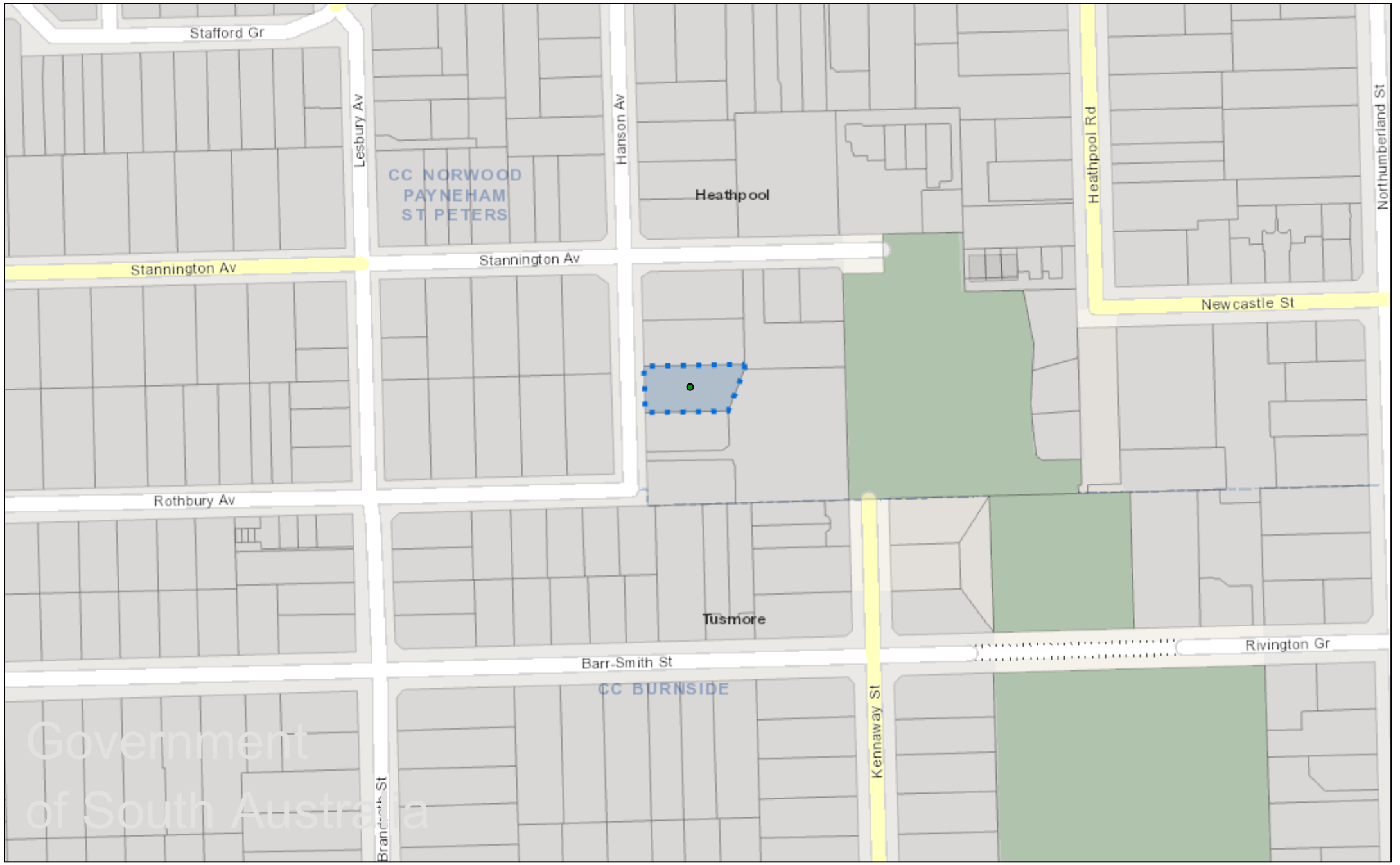


SAPPA Report

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

Subject Land Map

Attachment 2



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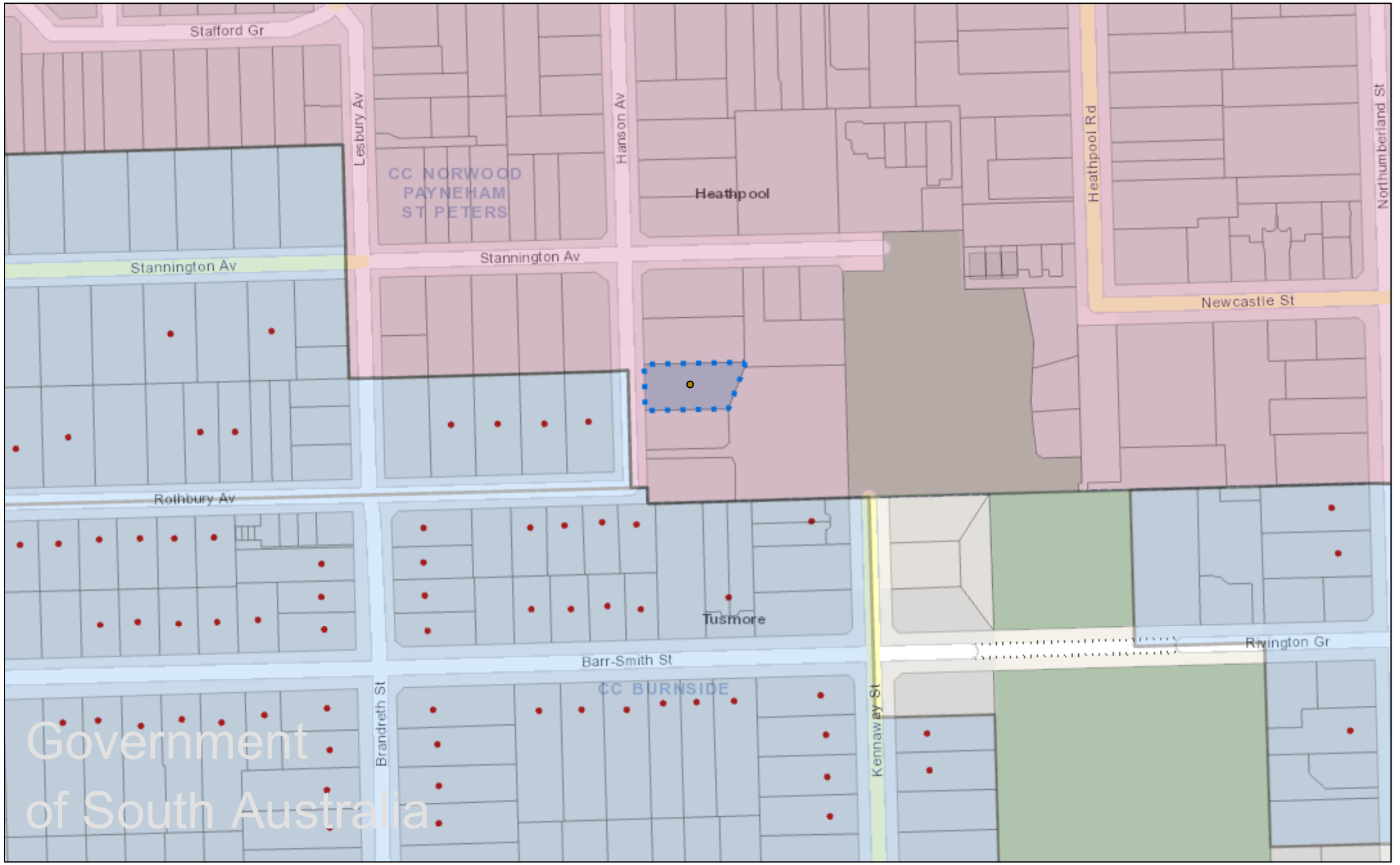
SAPPA Report

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

Attachment 2

Overlay Map



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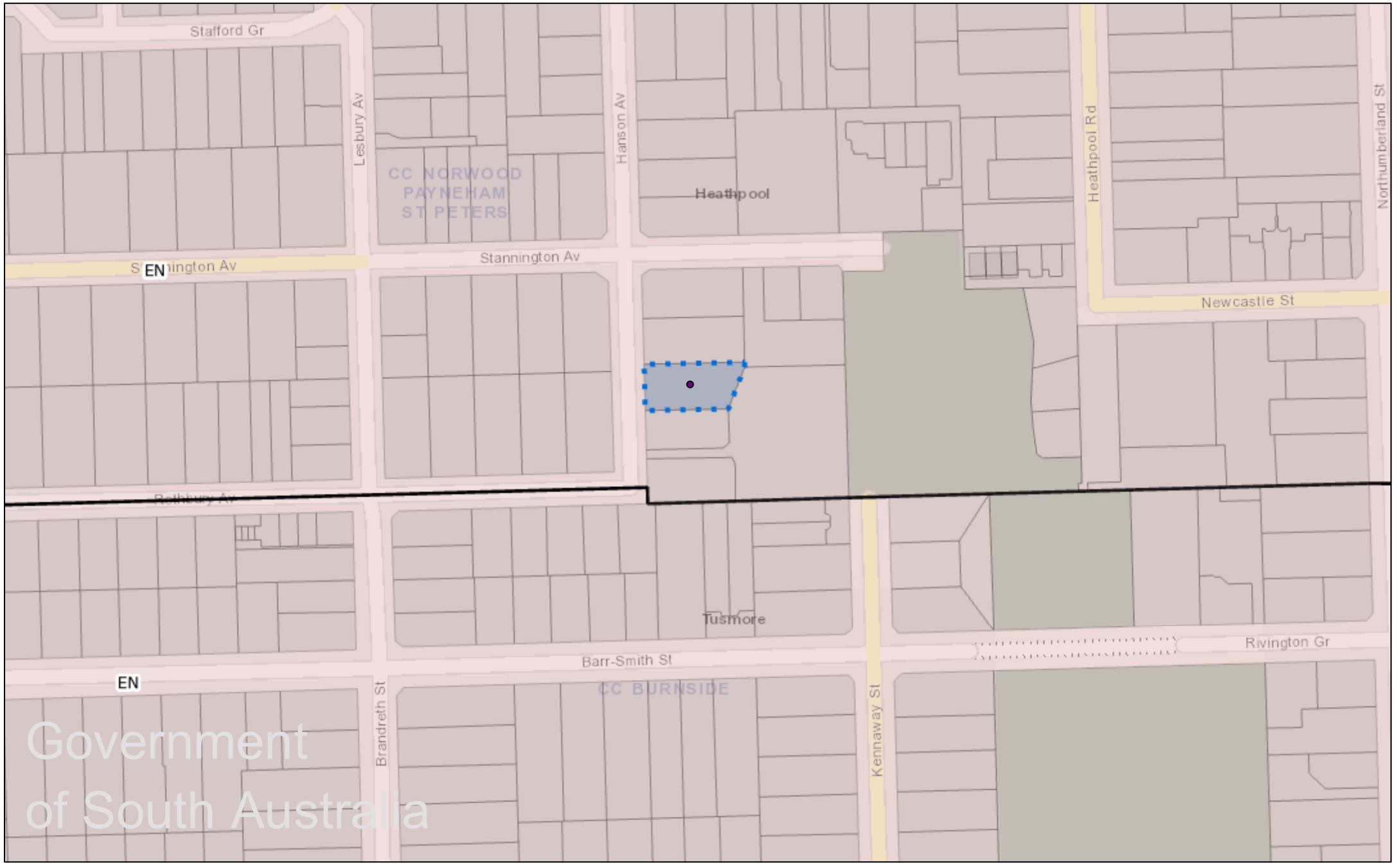
SAPPA Report

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

Zoning Map

EN Established Neighbourhood Zone

Attachment 3



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SAPPA Report

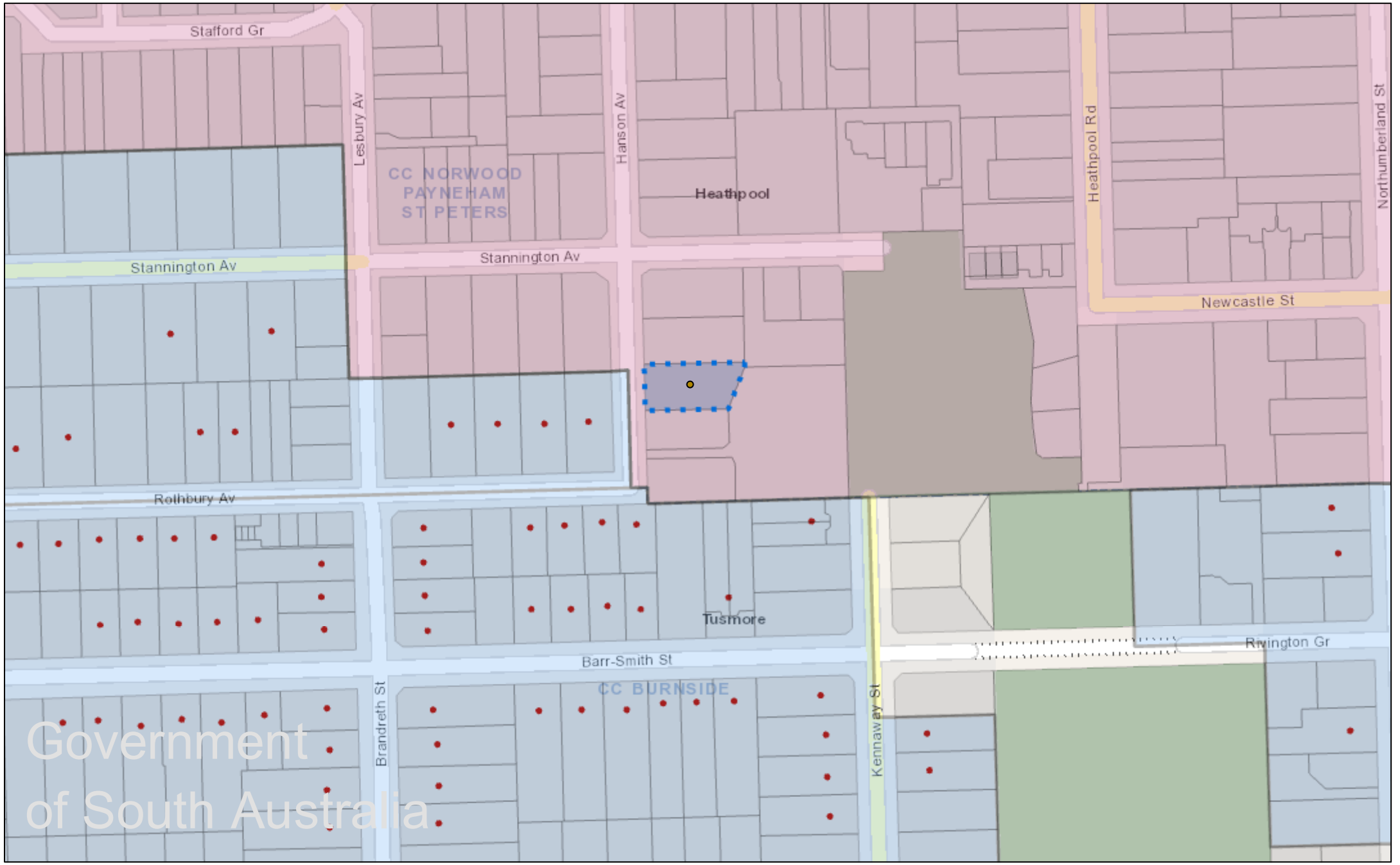
The SA Property and Planning Atlas is available on the Plan SA website: https://sappa.plan.sa.gov.au

Overlay Map

Character Area Overlay

Historic Area Overlay

Attachment 3



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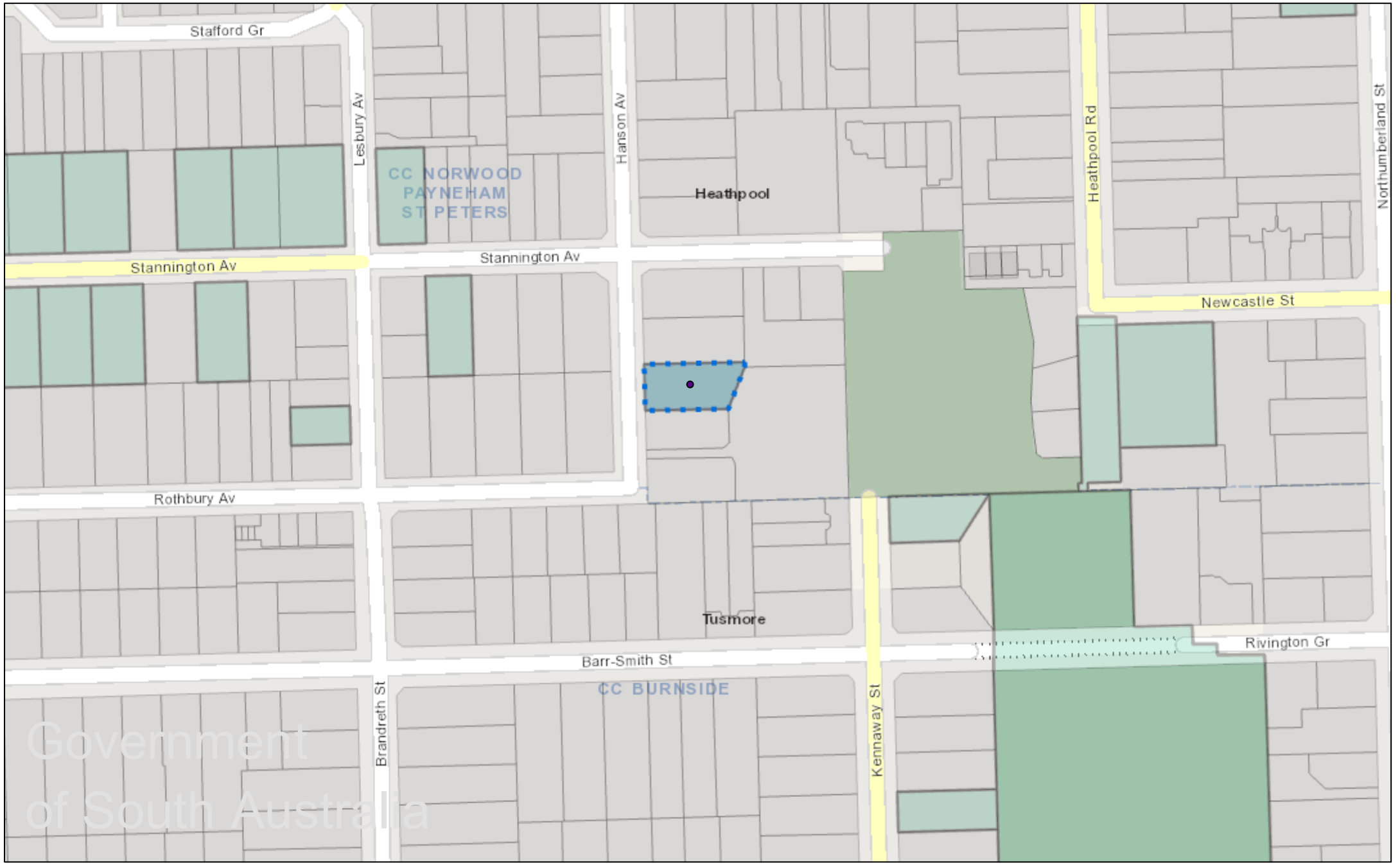
SAPPA Report

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

Local Heritage Place Map

Attachment 3



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SAPPA Report

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

Attachment 4

Representations Map



Disclaimer: The information provided above, is not represented to be accurate, current or complete at the time of printing this report. The Government of South Australia accepts no liability for the use of this data, or any reliance placed on it.

Details of Representations

Attachment 5

Application Summary

Application ID	25040620
Proposal	Dwelling alterations & additions (including partial demolition), alterations & additions to outbuilding and above ground swimming pool with attached decking and associated safety features
Location	14 HANSON AV HEATHPOOL SA 5068

Representations

Representor 1 - Colin Jackson

Name	Colin Jackson
Address	
Submission Date	16/03/2026 05:34 PM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons See attached Representation Form	

Attached Documents

PrepresentationForm-13761380.pdf

Attachment 5

RECEIVED
FRONT COUNTER
16 MAR 2026
CITY OF NORWOOD
PAYNEHAM & ST PETERS

South Australia

PLANNING, DEVELOPMENT AND INFRASTRUCTURE ACT 2016

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Applicant: —

Development Number: 25040620

Nature of Development: Dwelling alteration & additions...

Zone / Sub-zone / Overlay: —

Subject Land: 14 HANSON AVE, HEATHPOOL

Contact Officer: — **Phone Number:** —

Close Date: 17/03/2026

My name*:	COLIN G JACKSON	My phone number:	
My postal address*:	16 HANSON AVENUE HEATHPOOL SA 5068	My email:	

** indicates mandatory information*

My position is: *(please tick one)*

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

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

As described in Attachment letter & Photos

[attached 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 [list any accepted or deemed-to-satisfy elements of the development].***

I: *(please tick one)*

- ☑ wish to be heard in support of my submission* ✱
- ☐ do not wish to be heard in support of my submission

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

By: *(please tick one)*

- ☑ appearing personally
- ☐ being represented by the following person: —

Signature: [signature] **Date:** 16 MARCH 2026

✱ Please note: I will be overseas 21/3/26 to 4/4/26

Return Address: PO Box 204 Kent Town 5071 or in person at 175 The Parade Norwood
Email: developmentassessment@npsp.sa.gov.au or
Complete online submission: SA Planning Portal www.sa.gov.au/saplanningportal

Objection to Application 25040620
14 Hanson Avenue, Heathpool, SA5068

CG and WM Jackson are the owners of [redacted], Heathpool, SA5068.
We share a common boundary of 19.91 metres.

Background

- CG and WM Jackson are both retired
- They have jointly owned the property for 32 years.
- The property is often referred to as Heathpool Farm, Heathpool House and occasionally as Heathpool Estate
- The house was built in 1840 with red bricks imported from England
- Hanson Avenue was named after Colonel Hanson, a past owner, who became the Mayor of Kensington and Norwood.
- Access is via a 38-metre-long driveway which makes the home and land very private.

- The owners of 14 Hanson Avenue both work and have two children under ten.
- They are absent from the property most weekends.
- The property was purchased at auction approximately five years ago, although it has been in the family since built in 1952.

- Their desire to expand the house has been known for some time.
- CG and WM Jackson were approached to sell a portion of land approximately two years ago. Whilst rejected because of the visual impact, an alternative land offer was made that would have allowed a swimming pool to be established. No response was received.
- On 9 June 2025, CG and WM Jackson were shown a plan which identified the house footprint to the boundary line. At this time, being alert to the visual impact, I advised that an objection should be anticipated.
- On 26 February 2026, a Development Application was lodged. This Application did not modify or acknowledge the house footprint using the boundary line. The only new information was the location of the swimming pool.

Objection

- I have no objection to the internal changes to the existing house
- I have no objection to the swimming pool, despite being on the boundary line, as its location in the far corner is where CG and WM Jackson offered additional ground two years prior.

- I have no objection to the wall height of 1.866 metres.
  The reason is as follows
  - the 16 Hanson Avenue boundary fence is a total of 296.60 metres in length.
  - eliminate the driveway fence, which has no visual impact, the total is 222.60 metres, with most of the fence heights up to 2.00 metres
  - there is one brick wall, at the boundary, which is part of the house at 26A Stannington Road. The height is 2.9 metres and is 5.0 metres long. It was in place when we purchased 16 Hanson Avenue

- **I do object** to the positioning of the house footprint, which from a visual effect will be the same as the boundary line.

  This house will be immediately and ominously visible.
  We will see a solid wall height of 1.866 metres and a visual height of 2.749 metres to the top of the building, (as the house is only recessed back from the wall by a metre or so). We will also see a roof peak of 3.373 metres.
  The length of the wall at 10 metres is over 50% of the common boundary.

- This compares with the current open wire fence height of 1.2 metres plus foliage of approximately 0.4 metres, and the house stands back from the boundary line by a minimum of 7.1 metres to a maximum of 9.5 metres. (See photos 1 and 2).

Disappointment and overall comment

- Given CG and WM Jackson indicating that an objection would be lodged, it is disappointing that the architect was unable or unwilling, to design an alternative layout.

- Whilst I understand that a heritage listing precludes extending the house forward towards the road, which otherwise is the most logical location for the building extension, it is most disappointing that little action has been given to the front garden over their five years in residence, which is far below the standards achieved by neighbours. (See photo 3).

16 MAR 2026



PHOTO 1



PHOTO 2



PHOTO 3

Response to Representation - 14 Hanson Ave Heathpool SA 5068

Development application - 25040620 - 1 April 2026

Dear Members of the Council Assessment Panel,

Thank you for the opportunity to respond to the representation received in relation to our proposed addition at 14 Hanson Avenue, Heathpool.

At the outset we note that some matters raised within the representation are not relevant to the statutory planning assessment framework, and others appear to reflect misunderstandings. To assist the Panel, we have focused on matters relevant to planning assessment only. We are, however, happy to provide any further feedback if helpful.

We understand the basis of the representation's objection to be that of:

- Visibility of the proposed addition
- Visual impact of the design on the adjoining property
- Location of the proposed addition on our site
- Extent of development along the shared boundary

As well as a comparison with existing conditions.

Our response has been ordered as above to address each matter.

Visibility of the proposed addition

The representation objects to the proposed built form as being visible by the representor's neighbouring property. We consider that:

- development on boundaries is expressly contemplated under the Planning and Design Code; and
- assessment of reasonableness is to be undertaken against interface and amenity outcomes (including PO 9.1 - Design in Urban Areas)

Visibility of the addition is not, in itself, a planning basis for refusal when assessed against the relevant Performance Outcomes

The visual impact of the design on the adjoining property

In our design, the boundary condition and built form have been deliberately moderated at the boundary to minimise visual impact, including:

- a boundary line fence-wall height of 1.8 metres (as accepted in the representation, and below the Planning and Design Code's anticipated allowance of up to 3.2 metres),
- a stepped upper form, with the 2.7m upper wall set back 1 metre from the boundary (below the 3.2 metres anticipated within the Planning Code).

The design places the lowest built form at the boundary, with upper elements stepped back to reduce visual bulk and appear recessive from adjoining land. The roof peak height referenced in the representation is 6m back from the boundary. These modifications maintain access to natural light for our neighbours (the representor), as well as space for landscaping and vegetation and private open space, as contemplated in Established Neighbourhood Zone PO 9.1.

For this reason we ask the panel to consider the design outcome achieved here, against the reasonable impact on the neighbouring property.

Location of the proposed addition on the site

Our home at 14 Hanson Ave is a Local Heritage Place. This has been a primary driver of our design approach.

The proposed addition:

- locates the addition predominantly to the rear of the dwelling, as not to conceal or obstruct heritage elements from view and enjoyment (Local Heritage Place Overlay PO 1.2 and 2.1)
- avoids visibility from primary public (and key private) vantage points (PO 1.7)
- maintains the presentation, heritage values and integrity of the original heritage building (PO 1.1 and 1.2)
- maintains the siting of the local heritage place on the land (PO 2.2)

The proposed addition is visually subordinate and respectful of the place and is consistent with the intent of the Local Heritage Place Overlay.

We also sought guidance from heritage architects during the design process, including consultation with David Brown of the City of Norwood Payneham & St Peters.

We also considered the following matters when locating the addition as we have on the property:

- To maintain the northern light and passive performance of the original dwelling and use these same principles in the addition
- To minimise the overall site coverage and dominance by reducing superfluous circulation spaces and the perceived intensity of the addition (by abutting the existing house, not stretching away from it).
- Locating the addition as far away as possible from our two significant River Red Gum trees (Regulated and Significant Tree Overlay PO 1.4)

For these reasons we ask for the panel's support of our choice of location for the proposed addition.

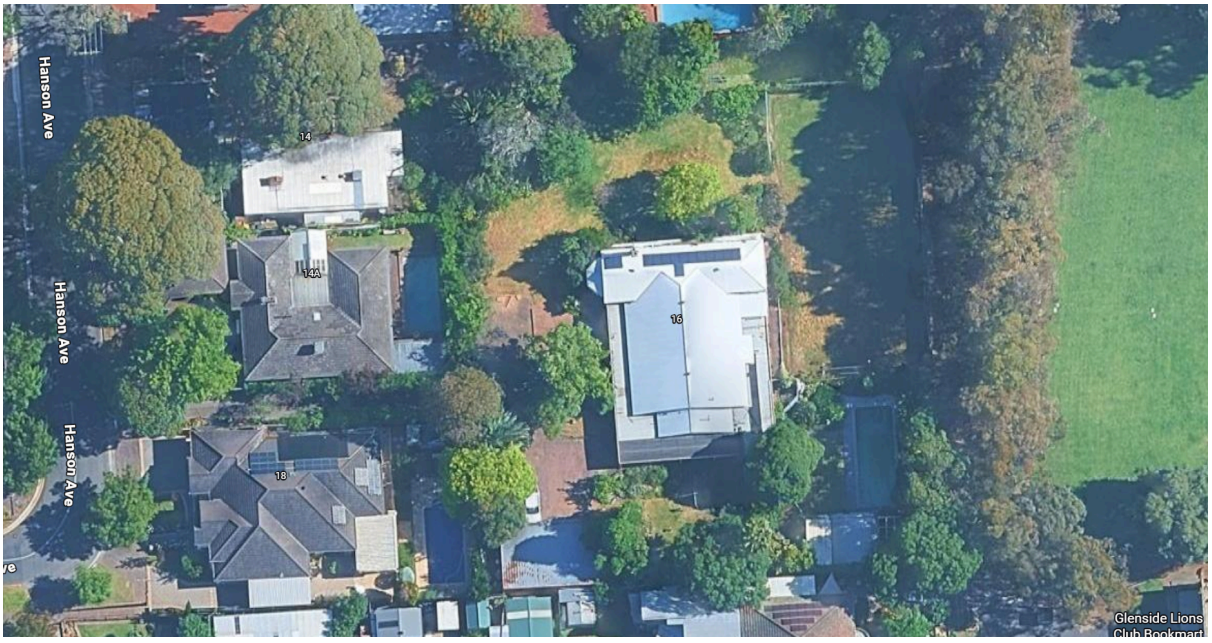
Extent of development along the shared boundary

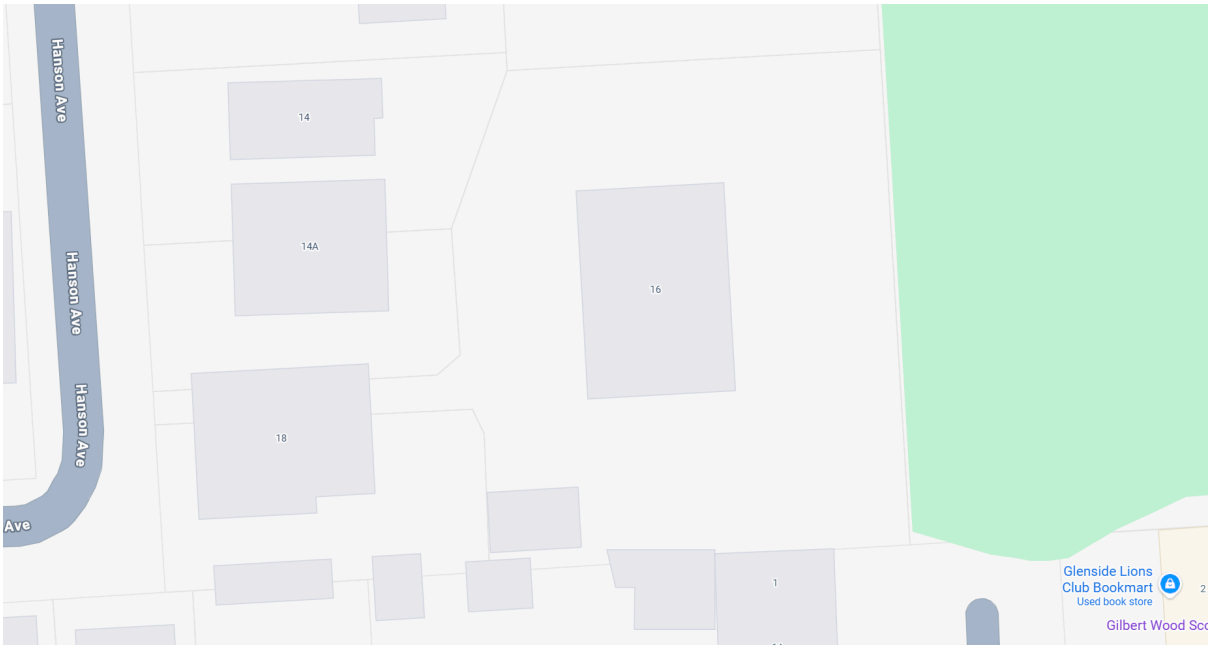
Specific concern has been raised regarding the fence-wall length along the shared boundary of approximately 10 metres. For further context on this matter:

- At the location of the proposed shared boundary and fence-wall, the neighbouring property has a landscaped garden bed of approximately 2 metres. The proposed wall is located a further ~15 metres from the primary dwelling, and is also away from all utilised amenity spaces within the property (tennis court, swimming pool, main entry, laundry area, high use garden bed), which are all located on the south-eastern side of the large property.
- As outlined within the representation, our shared boundary forms only one portion of an extensive boundary line, including an approximately 66m full western boundary (across multiple allotments).

The proposed 10 metre long fence-wall section represents just ~15% of the total western boundary length of 16 Hanson Ave.

See images below that showcase the size of our shared boundary aside the total neighbouring property boundary lines.





In this context, we consider that our proposed interface cannot reasonably be characterised as dominant or impacting the amenity or use of our neighbour's property.

In addition we note for you consideration that, of the 10m of the shared 19.91m boundary:

- approximately 6.9 metres of the solid material is dwelling boundary (boundary wall)
- approximately 3.6 metres of the solid material is unroofed garden bed area boundary (fence)

Additional Design Efforts

Whilst we do not believe that the dealings between neighbours are of relevance to the planning decision, we do wish to briefly address the comments regarding design work done to date. We include this to demonstrate our genuine and proactive effort to minimise impact beyond what is required under the Planning and Design Code, and maintain a respectful relationship with our neighbours. Also to draw attention to the fact that the representation appears to adopt a position that visibility constitutes unreasonable impact, and warrants objection, which is not the basis of assessment under the Planning and Design Code.

In 2025 we presented an alternative design to the representor (our neighbour) that met both our design needs, our heritage place responsibilities, and our significant tree responsibilities. This design did not include a raised roof form nor the boundary wall (the subject of this objection). This option required the purchase of a small portion of our neighbour's land (squaring off the diagonal boundary line). Unfortunately, they chose not to pursue this option (also on the basis of visual impact). They noted at the time that they would object to our submission when given the opportunity.

Conclusion

In summary, we consider that our proposed development:

- appropriately responds to the Planning and Design Code when assessed against relevant Performance Outcomes
- represents a considered and restrained design response
- minimises visual and amenity impacts through siting, scale and articulation
- preserves and respects the Local Heritage Place and adheres to the Performance Outcomes of the Local Heritage Place Overlay

We also note that the representation:

- largely reflects a preference for existing conditions, which the Code does not seek to preserve
- does not identify any material non-compliance or unreasonable planning impact
- includes subjective language and matters beyond the scope of planning assessment

On balance, we respectfully submit that the proposal is appropriate and warrants support.

Kind regards,
Sophie Wilkinson and Martin Wilson

** we offer to the panel that the matter of rear and side boundaries be considered as one of the Established Neighbourhood Zone against the Local Heritage Place Overlay - noting that our Local Heritage Place has many unique elements, including its placement on the property (i.e. southern side to achieve passive design, with the "rear" yard running along the northern side).*

HERITAGE IMPACT REPORT

bbarchitects

PROPERTY ADDRESS:	**14 Hanson Avenue Heathpool**
APPLICATION NUMBER:	**25040620**
DATE:	21 January 2026
PROPOSAL:	Additions and alterations
HERITAGE STATUS:	LOCAL HERITAGE PLACE
HERITAGE ADVISOR:	David Brown, BB Architects
PLANNER:	Marie Molinaro

City of Norwood Payneham & St Peters

ADVICE SOUGHT

I have met with the applicant several times over the past few years to discuss the approach to additions and alterations to the dwelling.



DESCRIPTION

The building is a Local Heritage Place in the Established Neighbourhood Zone in the Heathpool/Marryatville Character Area.

PROPOSAL

The proposal is for a rear addition to the dwelling, a side addition to the south, and works to the carport structure at the front of the site.

COMMENTS

The house is a very unusual design in this streetscape context. The proposed changes seen from the street will be minor, and mostly related to the carport.

The carport structure is being made wider to accommodate more storage and current cars. The resultant structure will appear to be very similar to the existing carport, just wider, using the same materials, while retaining the existing roof structure.

The side addition for the laundry is part of the original design concept, but was never built. It is recessed behind the house against the boundary so will have no impact on the presentation of the Local Heritage Place.

The rear addition is set right at the rear of the block so as to not visually dominate the original dwelling. The addition has a recessed connection back to the old house, giving it the visual separation needed so as not to crowd the clean lines of the house.

Overall the changes to the dwelling are subtle, and well thought through. There will be minimal physical impact on the Local Heritage Place structure, and no impact on its heritage value.

6. DEVELOPMENT APPLICATIONS – DEVELOPMENT ACT

7. REVIEW OF ASSESSMENT MANAGER DECISIONS

8. ERD COURT APPEALS

That pursuant to Regulation 13(2)(a)(ix) and Regulation 13(2)(b) of the Planning Development & Infrastructure (General) Regulations 2017, together with Clause 8.9 of the Council Assessment Panel Meeting Procedures, the Council Assessment Panel orders that the public, with the exception of Council staff, be excluded from the meeting.

8.1 CONFIDENTIAL MATTER –ENVIRONMRNT RESOURCES AND DEVELOPMENT COURT APPEAL - DEVELOPMENT NUMBER ID 24040449

That the public be allowed to return to the meeting and that pursuant to Regulation 14(4) of the Planning, Development & Infrastructure (General) Regulations 2017 and Clause 8.9 of the Council Assessment Panel Meeting Procedures, the discussion shall remain confidential, but the Assessment Manager and delegates are authorised to communicate the decision of the Panel and any associated advice to relevant parties in the course of managing the Appeal in the Environment Resources and Development Court.

9. OTHER BUSINESS
(Of an urgent nature only)

10. CONFIDENTIAL REPORTS

11. CLOSURE