Council Assessment Panel of City of Prospect

(Presiding Member: Mr Don Donaldson)

The Special Meeting of the Council Assessment Panel will be held at Payinthi**, 128 Prospect Road, Prospect** on **Monday 6 December, 2021 at 5.30pm.**

Scott McLuskey
Assessment Manager

Members: Mr Don Donaldson (Presiding Member),
Mr Robin Pearce, Mr Ruan Perera, Mr Rob Gagetti, Mr Will Gormly

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A G E N D A

Kaurna Acknowledgment
Acknowledgment of the Kaurna people as the traditional custodians of the land.

1. On Leave..... **NIL**

2. Apologies..... **NIL**

3. Declaration by Members of a Conflict of Interest

4. Applications assessed under PDI Act 2016 with Representations

4.1 **106 Prospect Road, Prospect –** Partial demolition of Local Heritage Place (Rosemont Building: Demolition of the front parapet wall and canopy due to fire damage) – ID 21030316

(Pages 1-218, Recommendation Page 10)

5. Time, date and place of next meeting

5.30pm Monday 13 December 2021 – Payinthi, 128 Prospect Road, Prospect

6. **Closure**

AGENDA ITEM **4.1**

TO: Council Assessment Panel (CAP) on 6 December 2021

DEVELOPMENT NO.:	21030316
APPLICANT:	James Cibich
ADDRESS:	106-106A PROSPECT RD, PROSPECT SA 5082
NATURE OF DEVELOPMENT:	Partial demolition of Local Heritage Place (Rosemont Building: Demolition of the front parapet wall and canopy due to fire damage)
ZONING INFORMATION:	**Zones:** • Urban Corridor (Main Street) **Overlays:** • Airport Building Heights (Regulated) • Advertising Near Signalised Intersections • Affordable Housing • Design • Local Heritage Place • Noise and Air Emissions • Prescribed Wells Area • Regulated and Significant Tree • Traffic Generating Development • Urban Transport Routes **Technical Numeric Variations (TNVs):** • Maximum Building Height (Metres) • Minimum Building Height (Levels) • Maximum Building Height (Levels) • Minimum Primary Street Setback • Interface Height
LODGEMENT DATE:	29 Sep 2021
RELEVANT AUTHORITY:	Assessment panel/Assessment manager at City of Prospect
PLANNING & DESIGN CODE VERSION:	23 September 2021 (2021.14)
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	Yes Representation(s) received: 24 Representations(s) wishing to be heard: 5 • Jake Jenkins • Sandy Wilkinson • Cheryl Smith • Ashley Smith • Miro Pliszko
REFERRALS STATUTORY:	Nil
REFERRALS NON-STATUTORY:	Two Independent Engineers Council's Heritage Advisor
RECOMMENDING OFFICER:	Marcus Rolf - Independent Planning Consultant (URPS)
RECOMMENDATION:	Development Plan Consent be granted

CONTENTS:

Zoning Map – subject land circled in red

1. DETAILED DESCRIPTION OF PROPOSAL:

The proposed development is demolition of the front, street facing wall and verandah of the Local Heritage Place.

2. BACKGROUND:

The building was fire damaged recently, destroying the roof-frame and any lateral restraint to the facade and canopy overhanging the Prospect Road footpath. The footpath has been closed to public access since the fire.

The applicant contends that the front elevation and canopy have rotated towards Prospect Road, are unstable and unable to be permanently stabilised without risk of collapse.

The front wall is listed as a Local Heritage Place in the Planning & Design Code.

3. SUBJECT LAND & LOCALITY:

Site Description:

Location reference: 106-106A PROSPECT RD PROSPECT SA 5082
Title ref.: CT 5176/341 **Plan Parcel:** D864 AL7 **Council:** CITY OF PROSPECT

Site characteristics

Primary street frontage:	Approximately 14.5m wide
Site area:	Approximately 650m^2
Allotment depth:	Approximately 46m^2
Shape:	Rectangular
Topography:	Sloping down from east to west
Existing Structures:	Single storey shop/restaurant
Existing vegetation:	Minimal
Local Heritage Listed:	Yes – Street facing façade and verandah

Locality

A mix of shops, offices and community facilities in one, two and three storey buildings typically hard-up against Prospect Road, a significant arterial road and high-street. Many buildings also have verandahs extending over the Prospect Road footpath. There is also a shared, at-grade carparking area adjoining to the west and a range of mostly detached dwellings beyond that.

4. CONSENT TYPE REQUIRED:

Planning Consent

5. CATEGORY OF DEVELOPMENT:

- **PER ELEMENT:**

  Demolition
  Partial demolition of a building or structure: Code Assessed - Performance Assessed

- **OVERALL APPLICATION CATEGORY:**

  Code Assessed - Performance Assessed

- **REASON**

  P&D Code

6. PUBLIC NOTIFICATION

- **REASON**

  P&D Code - Demolition of a Local Heritage Place

- **LIST OF REPRESENTATIONS**

  Twenty-four representations were received during the public notification period. Twenty-three of the representors oppose the development, one supports the proposal with some concerns, and none provide support for the proposal. Five representors have requested to present to the CAP. The list of representators is as follows:

Name	**Address**	**Support / Support with Concerns / Oppose**	**Request to be heard**
Barbara Burke	43 Bosanquet Ave, Prospect	Support with some concerns	No
Chelsea Burford	4/18 Rose Street PROSPECT	Oppose	No
Natalie Papaioannou	74 Alexandra St, Prospect	Oppose	No
Kristina Barnett	42 Marian Place, Prospect	Oppose	No
Mark Chester	17 Albert St, Prospect	Oppose	No
Jenny Rossiter	66 Alice St, Sefton Park	Oppose	No
David Kilner	128 Prospect Rd, Prospect	Oppose	No
Ellie Nelson	25 Albert Street, Prospect	Oppose	No

Jake Jenkins	7/11 Davenport Tce, Wayville	Oppose	Yes
Marianne Nelson	55 Barker Road, Prospect	Oppose	No
Dilip Chirmuley	41 Milner Street, Prospect	Oppose	No
Lindsay Holmes	124 West Street, Brompton	Oppose	No
Elizabeth Crisp	PO Box 287, Prospect	Oppose	No
Bronwyn Giannaros	30 Daphne Street, Prospect	Oppose	No
Jonathan Knoblauch	62B Alexandra St, Prospect	Oppose	No
Jessica Knoblauch	62B Alexandra St, Prospect	Oppose	No
Tina Shettigara	38 Le Hunte Ave, Prospect	Oppose	No
Sandy Wilkinson	112 Osmond Terrace, Norwood	Oppose	Yes
Chloe Moore	13 Charles Street, Prospect	Oppose	No
Cheryl Smith	1/74 Prospect Road, Prospect	Oppose	Yes
Iain McQuin	26 Buller Street, Prospect	Oppose	No
Ashley Smith	5 Myrtle St, Prospect	Oppose	Yes
Anna Graves	PO Box 2059, Prospect	Oppose	No
Miro Pliszko	19 Hastings Ave, Prospect	Oppose	Yes

- **SUMMARY**

  The concerns of the representors is summarised as:

  - This piece of Prospect history should be retained.
  - All possible engineering solutions to retention should be considered.
  - Temporary structural supports could preserve the parapet until the roof is rebuilt and the parapet is more permanently secured.
  - Rebuilding the façade should be part of the development application.

7. AGENCY REFERRALS

Not Applicable

8. INTERNAL REFERRALS

8.1 Council's heritage advisor has indicated that:

8.1.1 Having reviewed the engineering reports and communication, it seems that there is no reasonable way to retain the entirety of the parapet wall. The structure is unstable, has cracked already and is leaning out over the footpath. The parapet is a simple rendered brick structure, but only sits on the steel lintel without continuous supports and stabilisation down to the ground.

8.1.2 While the demolition is a disappointing outcome, in this case public safety is more important than the retention of a parapet wall that is the only historically significant remnant of an Interwar shop. The heritage listing only protects the front façade and there is actually only a small portion of this left.

8.1.3 If the demolition is approved, then ideally the steel structural elements of the front awning including the tie rods should be retained.

8.2 Council sought written advice from two independent engineers. The advice of Tonkin Consulting is summarised as follows:

8.2.1 The eastern parapet wall is of double brick construction and sits above a lintel for the whole width of the front façade. It has walls to the southern and northern boundaries at right angles to the front façade that provide lateral restraint to the ends of the parapet.

8.2.2 There is vertical crack at the southern end of the parapet wall and the middle section of the wall has a significant lean toward the street.

8.2.3 In its present state, the parapet wall is very dangerous and could easily collapse under even low wind loads or even possibly under its own weight if the lean increases even a little bit.

8.2.4 The parapet wall could be temporarily stabilised in its current condition if one builds a steel frame behind the wall, so vertical columns with horizontal members aligning with the top and bottom of the parapet, and then diagonal braces back from the columns with footings at the base of the columns and braces. You would then need to fix wall plates to the top and bottom of the parapet wall at least, and then tie these back to the stabilising frame. The fixing of the wall plates would require drilling into the parapet wall so anchors could be fixed to the wall and wall plates.

8.2.5 With the lean outwards on the wall, the fact that it is only a parapet sitting above a lintel so no wall sections under that are laterally restrained by walls at right angles, and with the crack at the southern end, the drilling alone could result in the parapet collapsing. It would be dangerous to attempt to fix any sought of stabilising frame to the parapet.

8.2.6 Even if you could stabilise the wall, it will be necessary to straighten the wall if it were to remain in place when the building is rebuilt. Trying to pull the parapet back that is of a brittle construction is very likely to result in the parapet collapsing. If the wall was a full height wall then you may be able to pull it back, particularly if it still had some lateral walls in place that were supporting it. I do not see how you could safely make the wall vertical again. It would have to be rebuilt.

8.2.7 Similarly, it would not be sensible to simply support the parapet wall by tying it to the new roof and ceiling frames and leaving the lean as it is. Any footing movement to the building could worsen the lean and then if any fixings to the roof or ceiling loosen then the parapet wall could come tumbling down. I believe it would be considered to be irredeemably beyond repair.

8.3 The advice of Jack Adcock Consulting (Engineers) is summarised as follows:

8.3.1 The photo of the façade from 2016 from bb architects heritage report shows a deflection in the front canopy which resembles the current deflection, although the magnitude of the deflection cannot be validated. The deflection in the canopy may pre-date the fire.

8.3.2 Unbraced masonry parapets are at significant risk of collapse under seismic loading. We note that diagonal braces have been installed to the piers mid-length of the wall as a temporary make safe measure.

8.3.3 In order to retain the façade the rotated Northern and middle masonry parapet should be either reconstructed or adequately tied laterally with internal walls, potentially requiring steel strongbacks and brackets, and a new braced roof and ceiling structure. This would be considered additional strengthening works rather than simple reinstatement of the structure as it was prior to the fire, with a risk that the works could not be successfully completed due to instability.

8.3.4 The existing lintel is likely to be concrete encase steelwork or reinforced concrete and should be examined further to determine whether the connections, reinforcement or steel sections are in a serviceable condition to support the masonry façade both vertically and laterally to Building Code requirements.

8.3.5 The rotation of the wall needs to be allowed for in the design of the revised steel braced roof and ceilings. A survey of the façade should be undertaken to determine the additional design actions due to rotation.

8.3.6 There is considered to be an increased risk to the stability of the façade during construction if the façade is retained prior to the supporting structure being connected. We also note that there is potential for the wall to rotate further at the northern end if the connection to the northern wall has been compromised.

8.3.7 In conclusion, the façade can be salvaged with higher than usual risk prior to and during construction and, thus, with no guarantee of success. Additionally, the structural work required to maintain the stability of the façade is over and above usual reinstatement works. Given the increased risk, the question over successfully repairing it, and the extent of structure required to maintain the façade, it would be safer for it to be demolished.

9. PLANNING COMMENTARY

9.1 The application has been assessed against the relevant provisions of the Planning & Design Code, which are contained **Attachments 74-208.**

10. PLANNING ASSESSMENT

10.1 Heritage

10.1.1 The provisions in the Planning & Design Code considered to be directly relevant to the assessment of this application are limited to the following Desired Outcome and Performance Outcomes in the Local Heritage Places Overlay (note: there are no relevant Designated Performance Features applicable in this instance):

DO 1 ***Development maintains the heritage and cultural values of Local Heritage Places through conservation, ongoing use and adaptive reuse.***

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. (underlining added)

10.1.2 Technically, the entire site is listed as a Local Heritage Place. Part 11 – Local Heritage Places in the Code lists the "Description and/or Extent of Listed Place" for 106a Prospect Road as:

Rosemont Buildings: East wall including verandah form and original shop windows.

These are the building elements proposed for demolition.

10.1.3 Council's Heritage Advisor has indicated that the only listed elements of heritage fabric that remained before the fire were the parapet wall and the masonry pillars supporting the parapet wall, along with the original steel structural elements of the awning. The 1996 Heritage Survey notes that the shop fronts had already been removed, so it appears to be an error that the windows are identified in the Extent of Listing. The verandah/awning was rebuilt and (when Sunny's restaurant and bar took over in recent years) a pressed metal ceiling was added to the awning i.e. these feature are of no heritage value.

10.1.4 It is difficult to anticipate that the demolition of portions of any Local Heritage Place identified as having heritage value would satisfy Desired Outcome 1 in the Local Heritage Places Overlay.

10.1.5 At the same time, Performance Outcome 6.1 in the Local Heritage Places Overlay anticipates a circumstance where such demolition may occur. It is a two-part test for demolition as follows:

1. When the structural integrity or condition of the Local Heritage Place represents an unacceptable risk to public or private safety; and

2. When it is irredeemably beyond repair.

10.1.6 The applicant provided written advice from Imparta Engineers. The advice of these engineers is summarised as follows:

- Imparta's primary purpose was to provide make-safe recommendations that should be carried out to ensure public safety and to prevent further damage to the building or surrounding infrastructure.

- The fire completely destroyed the building's roof frame. This includes any additional stabilising measures that were installed to restrain the front façade and transfer the destabilising forces from the weight of the awning back into the superstructure. As a result, the front façade is currently unrestrained in the lateral direction and vulnerable to collapse from destabilising lateral forces (such as the weight of the canopy or wind pressure).

- Even "normal" wind speeds may be sufficient to cause an adverse event. Consequently, the wall may be at imminent risk of collapse.

- The instability of the front façade appears to have already manifested in the façade's rotation outwardly towards Prospect Road at the wall's mid-length and cracking of the masonry near the southern external wall. This has also caused the awning to deflect.

- The wall's currently distorted condition makes stabilising it an undesirable solution because, even once stabilising measures are installed, there would still be an unnecessary and unacceptable risk to the public (considering Prospect Road is a narrow road and heavily trafficked both by vehicles and pedestrians).

10.1.7 It is clear from the advice of all three engineers (the Applicant's and Council's) that the structural integrity/condition of this Local Heritage Place represents an unacceptable risk to public and private safety in its existing condition (stabilising works which have already occurred are understood to be temporary only). This satisfies the first part of the two-part test in PO 6.1 quoted above.

10.1.8 The question then remains as to whether the proposed demolition satisfies the second part of the two-part test, that is because the Local Heritage Place is "irredeemably beyond repair".

10.1.9 There is no definition of what constitutes “irredeemably beyond repair” in the Code.

10.1.10 The State Government relased a document entitled Draft Practice Guideline (Interpretation of the Local Heritage Places Overlay, Historic Area Overlay and Character Area Overlay) in 2019. The term “Irredeemably Beyond Repair”, while only said to be applicable to the State Heritage Area Overlay and the State Heritage Places Overlay, is defined in the Draft Practice Guideline as follows:

The building fabric is so compromised that its value would be lost were it to be repaired or replaced.

Within the Historic Area Overlay, consideration should not only be given to the extent of restoration works required, but also the economic cost of repair vs replacement.

10.1.11 This draft document was released for consultation but never finalised. Therefore, it is technically not applicable to this development application. In the absence any definition of “irredeemably beyond repair” in the Code, however, this definition is considered to be of some value.

10.1.12 The Local Heritage Place that is the subject of the current development application for demolition is not covered by the Historic Area Overlay. This means that the second part of the definition of “Irredeemably Beyond Repair” listed above is not applicable.

10.1.13 As stated previously, the “Description and/or Extent of Listed Place” at 106a Prospect Road is identified as the “East wall including verandah form and original shop windows”. Council’s Heritage Advisor has indicated that the only elements of this heritage fabric that remain are the damaged parapet wall and the masonry pillars supporting the parapet wall, along with the original steel structural elements of the awning (the shop windows are relatively new).

10.1.14 Therefore, fewer elements of heritage value associated with this Local Heritage Place are proposed for demolition than may have otherwise been the case.

10.1.15 Further, all three engineers have advised that substantial stabilisation works are necessary and there is significant risk of the wall collapsing as part of such stabilisation works. In other words, there is the very real potential for the heritage value of the building to be lost as part of attempted repair.

10.1.16 For these reasons, it is considered that the proposed demolition satisfies Performance Outcome 6.1 in the Local Heritage Places Overlay because “the structural integrity or condition of the Local Heritage Place represents an unacceptable risk to public or private safety and is irredeemably beyond repair”. Satisfaction of this single provision of the Code is considered to be sufficient to warrant approval of the proposed demolition given the significant safety risk associated with the wall and verandah collapsing.

11. CONCLUSION

11.1 There are fewer elements of Heritage Value present in the façade of this Local Heritage Place than identified in the Code i.e. the parapet wall, pillars and the some verandah elements, but not the windows.

11.2 All three engineers (one engaged by the Applicant and two engaged by Council) have advised of substantial stabilisation works are necessary and there is significant risk of the wall collapsing as part of such stabilisation works. In other words, there is the very real potential for the heritage value of the building to be lost as part of attempted repair.

11.3 Council's Heritage Advisor acknowledges the position of the engineers in relation to the proposed demolition and supports demolition in these circumstances.

11.4 It is considered that the proposed demolition satisfies Performance Outcome 6.1 in the Local Heritage Places Overlay because "the structural integrity or condition of the Local Heritage Place represents an unacceptable risk to public or private safety and is irredeemably beyond repair". Satisfaction of this single provision of the Code is considered to be sufficient to warrant approval of the proposed demolition given the significant safety risk associated with the wall and verandah collapsing.

12. RECOMMENDATION

It is recommended that the Council Assessment resolve that:

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

B. Development Application Number 21030316, by James Cibich is granted Planning Consent subject to the following conditions:

1. The development shall take place in accordance with plans and details stamped by Council relating to Development Application Number 21030316 except as modified by any conditions detailed herein. All works detailed in the approved plans and required by conditions are to be completed prior to the occupation or the commencement of use of the approved development.

2. The steel structural elements of the front awning including the tie rods should be retained.

3. Prior to demolition, a 3D laser scan of the canopy and front elevation shall be undertaken as outlined in the *Scope of Works*, prepared by Mr James Cibich from Imparta Engineers, dated 28 September 2021.

OFFICER MAKING RECOMMENDATION

Name: Marcus Rolfe
Title: Independent Planning Consultant
Date: 29 November 2021

Development Locations

Location 1

Location reference
106-106A PROSPECT RD PROSPECT SA 5082

Title Ref
CT 5176/341

Plan Parcel
D864 AL7

Council
CITY OF PROSPECT

Zone Overlays

Zones
- Urban Corridor (Main Street)

Sub-zones
(None)

Overlays
- Airport Building Heights (Regulated)
- Advertising Near Signalised Intersections
- Affordable Housing
- Design
- Local Heritage Place
- Noise and Air Emissions
- Prescribed Wells Area
- Regulated and Significant Tree
- Traffic Generating Development
- Urban Transport Routes

Variations
- Maximum Building Height (Metres) (Maximum building height is 15m)
- Minimum Building Height (Levels) (Minimum building height is 2 levels)
- Maximum Building Height (Levels) (Maximum building height is 4 levels)
- Minimum Primary Street Setback (Minimum primary street setback is 0m)
- Interface Height (Development should be constructed within a building envelope provided by a 45 degree plane, measured 3m above natural ground at the boundary of an allotment)

Application Contacts

Applicant(s)

Stakeholder info
Mr James Cibich
Tel. 0401 231 535
james@impartaengineers.com.au

Contact

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Invoice Contact

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Invoice sector type

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Land owners

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Stakeholder info
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PROSPECT
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5082
james@impartaengineers.com.au

Nature Of Development

Nature of development
Front wall is local heritage listed. The building was fire damaged completely destroying roof frame and any lateral restraint to front elevation and canopy. The front elevation and canopy overhangs the Prospect Road footpath. The front elevation and canopy have rotated over towards Prospect Road and is considered unstable. It is proposed to demolish this wall to remove any risk associated with the wall's condition and to allow Prospect Road and the footpath to re-open fully to the public.

Development Details

Current Use
Restaurant / cafe.

Proposed Use
Fire damaged building. Proposed make-safe of front wall until repairs are completed.

Development Cost
$30,000.00

Proposed Development Details

Front wall is local heritage listed. The building was fire damaged completely destroying roof frame and any lateral restraint to front elevation and canopy. The front elevation and canopy overhangs the Prospect Road footpath. The front elevation and canopy have rotated over towards Prospect Road and is considered unstable. It is proposed to demolish this wall to remove any risk associated with the wall's condition and to allow Prospect Road and the footpath to re-open fully to the public.

Element Details

You have selected the following elements

Demolition
- Partial demolition of a building or structure

Demolition

Is the demolition for the whole of a building?
No

Does the application include tree removal?
No

Septic/Sewer information submitted by applicant

Does this development require a septic system, i.e. septic tank and/or waste water disposal area?
No

Consent Details

Consent list:
- Planning Consent
- Building Consent

Have any of the required consents for this development already been granted using a different system?
No

Planning Consent

Apply Now?
Yes

Who should assess your planning consent?
Assessment panel/Assessment manager at City of Prospect

If public notification is required for your planning consent, who would you like to erect the public notification sign on the land?
Relevant Authority

Building Consent

Do you wish to have your building consent assessed in multiple stages?
No

Apply Now?
Yes

Who should assess your building consent?
City of Prospect

Has a builder been engaged for the proposed development?
Yes

Is the development being constructed by an Owner Builder?

No

Consent Order

Recommended order of consent assessments
1. Planning Consent
2. Building Consent

Do you have a pre-lodgement agreement?
No

Declarations

Electricity Declaration

In accordance with the requirements under Clause 6(1) of Schedule 8 of the Planning, Development and Infrastructure (General) Regulations 2017, the proposed development will involve the construction of a building which would, if constructed in accordance with the plans submitted, not be contrary to the regulations prescribed for the purposes of section 86 of the Electricity Act 1996.

Submission Declaration

All documents attached to this application have been uploaded with the permission of the relevant rights holders. It has been acknowledged that copies of this application and supporting documentation may be provided to interested persons in accordance with the Act and Regulations.

Documents

Document	Document Type	Date Created
0700921JAC DM2 (Rev A).pdf	Elevations	28 Sep 2021 6:23 PM
0700921JAC Report 2 (DSOW) - 106 Prospect Road PROSPECT - 5330118684.pdf	Specifications	28 Sep 2021 6:23 PM
0700921JAC DM1 (Rev A).pdf	Floor Plans	28 Sep 2021 6:23 PM
0700921JAC Report 1 - 106 Prospect Road PROSPE CT.pdf	Further Information	28 Sep 2021 6:23 PM

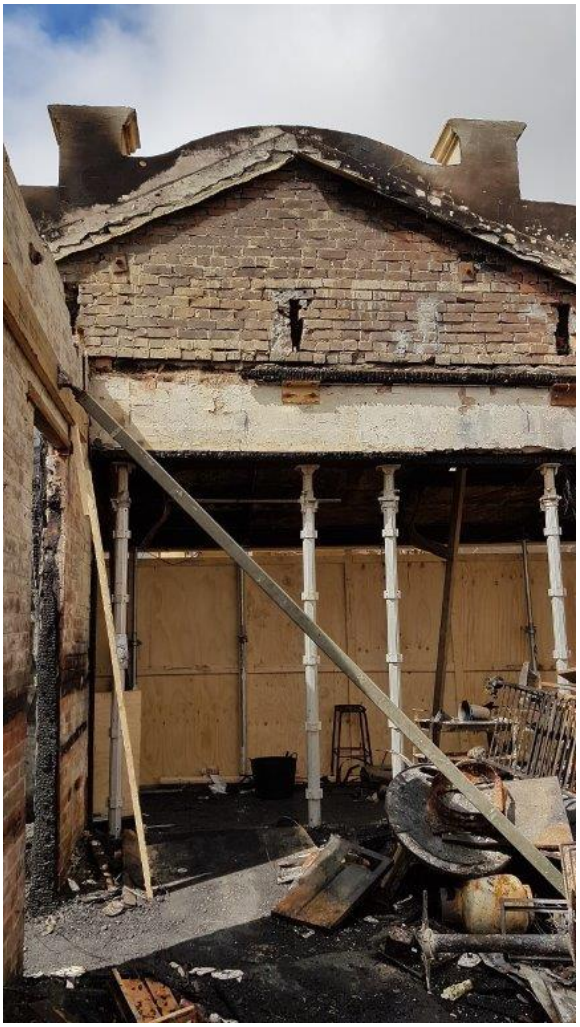
Application Created User and Date/Time

Created User
james.cibich

Created Date/Time
28 Sep 2021 6:23 PM

Subject Land – 106-106A Prospect Road, Prospect

Photos taken by Council staff



DEMOLITION / SITE PLAN

SCALE 1:200 (APPROX)

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE SCOPE OF WORKS

IMPARTA ENGINEERS

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W:impartaengineers.com.au
Mountford Prider Pty Ltd
ABN: 58 086 672 915
VBA RBP CEC 53878

REVISION	DESCRIPTION	DATE
REV. A	ISSUED FOR APPROVAL	28/09/2021

SHEET SIZE A3

DEMO. OF FIRE DAMAGED WALL & CANOPY
AT
106 PROSPECT ROAD
PROSPECT SA 5082

CLIENT: CHUBB INSURANCE AUSTRALIA LTD
C/- MCLARENS
REF No: 5330118684 I/O: RATANATRAY

DEMOLITION / SITE PLAN

NORTH

SCALE : APP. 1:200
DESIGN : JAC
DRAWN : JAC
DATE : 27/09/2021

FILE REF : 0700921JAC
REV No : A
DWG NO : DM1 OF 2

PHOTO 2

INTERNAL VIEW OF EASTERN WALL'S NORTHERN END

PHOTO 3

INTERNAL VIEW OF EASTERN WALL'S CENTRE / SOUTHERN END

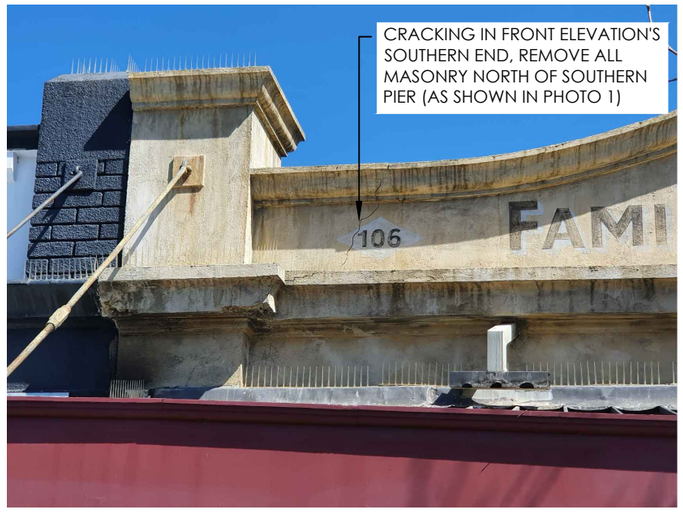

PHOTO 4

VIEW OF EASTERN WALL'S SOUTHERN END

PHOTO 5

VIEW OF NORTHERN WALL'S EASTERN END

PHOTO 1

VIEW OF EASTERN WALL FROM PROSPECT ROAD

DEMOLITION PHOTOS

NO SCALE

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE SCOPE OF WORKS

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VBA RBP CEC 53878

REVISION	DESCRIPTION	DATE
REV. A	ISSUED FOR APROVAL	28/09/2021

SHEET SIZE A3

DEMO. OF FIRE DAMAGED WALL & CANOPY
AT
106 PROSPECT ROAD
PROSPECT SA 5082

CLIENT: CHUBB INSURANCE AUSTRALIA LTD
C/- MCLARENS
REF No: 5330118684 I/O: RATANATRAY

DEMOLITION PHOTOS

SCALE :	NO SCALE	FILE REF :	0700921JAC
DESIGN :	JAC	REV No :	A
DRAWN :	JAC	DWG NO :	DM2 OF 2
DATE :	27/09/2021		

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Our ref: 0700921JAC(1)

16 September 2021

Chubb Insurance Australia Limited
C/- McLarens
PO Box 3027
RUNDLE MALL SA 5000

Attention: **Mr Chris Martland**
cc **Mr Paul Ceretti, City of Prospect**

Dear Sir

Site: **106 Prospect Road PROSPECT SA 5082**
Insured: **Prospect Road Job**
Subject: **Safety of Front Façade**

In accordance with your instructions, we attended the above site in your company to assist with the initial condition assessment of the building after the damage it suffered from a fire earlier on this morning (16 September 2021). The primary purpose of our attendance was to provide immediate make-safe recommendations that should be carried out to ensure public safety and to prevent further damage to the building or surrounding infrastructure.

The single storey building is of double-clay brick construction and had a timber framed roof structure clad with metal sheeting. The front façade faces Prospect Road and is immediately adjacent the public footpath and a nearby pedestrian crossing with traffic lights. An awning is suspended from the front façade and overhangs the public footpath. The awning's eastern (outer) edge is restrained by steel tie rods connected into the front façade at higher level (refer photos at the end of this report).

The fire has completely destroyed the building's roof frame. This includes any additional stabilising measures that were installed to restrain the front façade and transfer the destabilising forces from the weight of the awning back into the superstructure. As a result, the front façade is currently unrestrained in the lateral direction and vulnerable to collapse from destabilising lateral forces (such as the weight of the canopy or wind pressure).

We are unable to quantify the potential force required to cause the wall's collapse but advise even "normal" wind speeds may be sufficient to cause an adverse event. Consequently, the wall may be at imminent risk of collapse.

The instability of the front façade appears to have already manifested in the façade's rotation outwardly towards Prospect Road at the wall's mid-length and cracking of the masonry near the southern external wall. This has also caused the awning to deflect. Please refer to the photographs at the end of this report.

It is our view that the wall's current condition warrants its complete reconstruction as part of the overall repair works to this building.

In our opinion, the wall's currently distorted condition makes stabilising it an undesirable solution as, in our view, even once stabilising measures are installed, there would still be an unnecessary and unacceptable risk to the public (considering Prospect Road is a narrow road and heavily trafficked both by vehicles and pedestrians). Moreover, considering we believe the wall will require reconstruction as part of the overall repairs to the building, demolishing it as soon as possible is, in our view, the most appropriate make-safe solution. This should include demolition of the awning.

During our site attendance, we liaised with the City of Prospect's representatives and, as we understand, the front façade of this building is Local Heritage listed. Consequently, we (the building insurer and their agents) are not authorised to demolish the front façade without Council's written consent. We will also require a formal Development Approval for any demolition that takes place.

This report has also been sent to Council's representative (listed on page 1 above) for the purpose of seeking their approval to demolish the front façade on an emergency basis. If we are granted approval to demolish the façade, we will work with the make-safe builder to ensure we comply with any of Councils' local heritage requirements; such as ensuring records are maintained of the façade's precise construction so that it may be reconstructed to match the existing as accurately as is reasonably practicable. We will also seek any formal Development Approval required for the works (although this may only be granted after the emergency demolition works have taken place).

We will continue to liaise the Council and advise of the outcome of our correspondence. In the interim, we have instructed the make-safe builder to prop the awning to relieve the unstable façade from the overturning forces induced by its weight. Although, this will not alleviate the risk to the façade from destabilisation caused by wind pressure.

We trust this report is sufficient for your present requirements. If you have any further queries regarding this matter, please do not hesitate to contact the undersigned.

Yours faithfully

James Cibich BE(Hons) LL.B, MIEAust CPEng NER
Imparta Engineers
Direct line: (08) 8150 5513
james@impartaengineers.com.au

Attached: - Photos

Client: Chubb Insurance Australia Limited c/- McLarens
Site: 106 Prospect Road PROSPECT SA 5082
Our ref: 0700921JAC(1)

Photo 1

Photo 2

Photo 3

Photo 4

IMPARTA ENGINEERS

ADELAIDE P: +61 8 8150 5500
BRISBANE P: +61 7 3844 8440
HOBART P: +61 3 9036 3079
MELBOURNE P: +61 3 9036 3079
SYDNEY P: +61 2 9509 0700

SCOPE OF WORKS FOR DEMOLITION OF FIRE DAMAGED LOCAL HERITAGE PARAPET WALL & CANOPY AT 106 Prospect Road PROSPECT SA 5082

Client: Chubb Insurance Australia Limited
C/-: McLarens
PO Box 3027
RUNDLE MALL SA 5000

Loss Adjuster: **Mr Chris Martland**

Contact Number: 0406 382 910

Claim No: **5330118684**
Loss Adjusters Ref: **MAU.182734**

Prepared by: Mr James Cibich

Report No.	Revision	Status	Date
0700921JAC(2)	A	Council approval issue	28 September 2021

TABLE OF CONTENTS:

Attached:

Appendix A Building plans DM1, DM2

INTRODUCTION

This Scope of Works sets out our assessment of the required demolition of the front parapet wall of the building at this site. This wall is local heritage listed. The demolition of this wall is required to ensure Prospect Road and the western footpath may be re-opened safely and to ensure the parapet wall, once reconstructed, is properly reinforced and engaged with a stabilising frame inside the main building.

This Scope of Works does not contain any details regarding the make-safe of the remaining building. This will be detailed in a separate forthcoming Scope of Works.

Our assessment has been made on the basis of the presently ascertainable damage without carrying out destructive examination or extensive cleaning. It is therefore possible that other work may be required to achieve the nominated demolition and/or make the building safe around the area of demolition, however, this scope of works should provide a reasonable basis upon which to obtain competitive tenders.

It is also possible that some of the works nominated in this scope are *not* required, as further examination may prove that some building elements are not damaged. Any variation to the work nominated in this scope should, however, be referred to the Engineer for verification, and to the Loss Adjuster for authorisation.

Other building work not specified in this Scope of Works may become necessary if work at the site exposes additional damage or circumstances not previously considered. Any such additional work discovered during the tender period shall be reported to the Loss Adjuster, and a separately identifiable quotation submitted together with the quotation for the work set out in this Scope of Works.

Additional work discovered after commencement of work at the site shall be reported to the Loss Adjuster immediately on its discovery, before any unapproved extra costs are expended.

This Scope of work shall be read in conjunction with the prepared buildings plans and approval documents.

PRELIMINARIES

General

Tendering builders shall assume that Council approval for demolition will be obtained by the Insurer including payment of the CITF levy (if required), unless as otherwise directed by the Insurer or their appointed agent.

The Council may require provision of a Certificate of Insurance proving payment of a Statutory Warranty Insurance Premium for the work at this site prior to them finalising the Development Approval, which the Tenderer should allow to provide. Construction on the site should not begin until the Builder has received a copy of the applicable Council approval documents. The winning tenderer shall inform Council when work is to begin and finish in accordance with the approval and fulfil any other requirements set out in the conditions of the approval.

The successful Builder shall arrange for and pay all other necessary fees, levies, Contract Works Insurance premiums and, where necessary, Statutory Warranty Insurance premiums.

All work shall be carried out by appropriately experienced and, where necessary, licensed workers. The site supervisor shall ensure all workers, contractors and sub-contractors, be

informed and made aware of the demolition and approval requirements including all job safety analysis (JSA), safe work procedures(SWP) or safe work method statements (SWMS). If required all contractors shall prepare additional JSA, SWP, SWMS documentation for each task undertaken during the works.

All timber debris shall be separated from vegetation and all masonry materials. Demolishing or making safe of the building shall include for all cartage and dumping fees to dispose of debris from this work, at a licenced waste transfer station for recycling (where applicable) to reduce landfill, as well as for removal of all waste and Builder's rubbish from the completion of the work.

Site inspection

Tenderers must inspect the site prior to finalising tenders. Access to the building can be arranged by contacting the Loss Adjuster, whose contact details appear on the front page of this Scope of Works.

Definitions/interpretation

'Salvage' – means dismantle, clean and store and protect on-site for later reinstatement.
'Provide' – means supply and install item.
'Remove' – means remove and legally dispose of from site to a place of legal disposal, paying the necessary charges
'Demolish' - means dismantle, pull-down or break-up an item and remove it from site to a place of legal disposal, paying the necessary charges
'Reinstate' – means service, clean and reinstall salvaged items.
'Insured' – means property owner.
'Engineer' – means Imparta Engineers.

Temporary services

The Builder shall arrange temporary power and water supplies if required during repair works, and shall arrange to have mains power reinstated prior to completion of the works.

Access to mains water is available on site.

Protection of works and adjacent structures

The Builder shall arrange to install all temporary propping necessary to support or stabilise any section of the work undertaken at the site. In particular, gable walls, damaged roof components or insecure sections of masonry wall must be propped before and during demolition of the affected part or parts of the building to ensure proper stability against wind loads or other occasional loads that could cause collapse.

Any present supporting temporary framework shall remain the property of the Insurer, and shall be removed and stored safely on site until collected by them or their appointed agent.

Care is to be taken to protect existing footpaths, crossovers and roads. The Builder shall be responsible for the repair of these items if damaged during the contract period.

The contractor shall put in place measures to prevent the trafficking of soil and debris onto public roadways adjacent to the site, to the satisfaction of the local approving authority.

All significant trees on site to be retained and protected within the tree protection zone if no approval to remove exists.

Site Security

The Builder shall provide and maintain hoardings, fences, lighting, etc., as required to ensure that the site is secure and is maintained in a safe manner at all times. Unauthorised entry is prohibited.
During the demolition, the Contractor shall erect additional barriers around excavations and other hazards on the site, as considered necessary.

Tenders

A Conforming Tender shall indicate separate prices for the following work:

- All work as set out in this Scope of Works, except for any PC items set out in the Scope of Works, which are to be separately identified and listed.
- Any other work considered necessary by the Tenderers that is not included within this Scope of Works. (Note that inclusion within the value of General Repairs of work not specified in the Scope of Works may cause an adverse comparison with conforming tenders.)
- All PC Items and allowances shall be separately listed and individually identifiable.
- The GST should be included in the price and be listed separately in the tender.

Tenderers should indicate an approximate starting date and an anticipated completion time.

DEMOLITION PROCEDURE, RELEVANT STANDARDS AND CODES

Unless indicated otherwise in this scope of works or the associated drawings, all building work shall comply with the requirements of the National Construction Code (NCC), Australian Standards referred to within this documents and any statutory legislation. This includes:

- AS2601– '*Demolition of structures*'.
- AS3012 *Electrical installations – construction and demolition sites*.
- Work Health and Safety Act 2012
- Work Health and Safety Regulations 2012

Prior to any demolition work commencing on the site the Builder shall identify and locate all services, identify areas of the damaged structures that pose a risk to workers, adjacent owners and properties.

Demolition strictly shall not include:
- Use of explosives
- Burning of demolition material on site
- Burying of demolition material on site

Signage shall be installed ***'Demolition in Progress'*** at point of entry or entries to the site.

Dust nuisance will be reduced by lightly watering dust prone areas and limiting the movement of soil during windy periods. Avoid nuisance or damage being caused to persons or property by using effective measures to prevent building materials, rubbish, and soil from falling or being blown from the building or site onto other properties or roadways.

Demolition work shall be supervised at all times by an authorised person.

WORK HEALTH AND SAFETY

All work shall be carried out in accordance with Work Health Safety Act under law and as regulated by SafeWork SA.

The appointed Builder and all Sub-Builders shall identify areas of construction, demolition and other potentially hazardous operations where safety equipment and/or personal protective clothing are required. The Builder shall ensure that all necessary protective clothing and equipment are available to all persons working at the site, and shall ensure that such clothing and equipment is worn and used correctly.

The Builder shall identify areas of the existing construction that contains asbestos prior to work commencing on the site in accordance with the Code of Practice 'How to Manage and Control Asbestos in the Workplace'.

Asbestos required to be removed shall be done so in accordance with the Code of Practice (COP) 'How to Safely Remove Asbestos' and be disposed of at a point of legal disposal. Other areas that do not require the removal of asbestos shall be identified to all workers to the site, so that adequate precaution and protection can be adhered to.

Reference shall be made to relevant Codes of Practice, including for Abrasive Blasting, Welding Processes, Confined Spaces, Demolition Work, Excavation Work, Managing the Risk of Falls at Workplaces, Managing Risks of Plant in the Workplace, Hazardous Manual Tasks, Managing Noise and Prevent Hearing Loss at Work, Hazardous Manual Tasks, Managing the Work Environment and Facilities, How to manage Work Health and Safety Risks.

Further reference to and other relevant Codes of Practice and Australian Standards can be found at www.safework.sa.gov.au.

All plant, equipment and tools brought to site by the Builder and Sub-Builders shall be properly maintained and in good general working order, with all necessary guards and/or safety devices in place.

First aid facilities and equipment shall be available on site at all times.

PROPRIETARY PRODUCTS

All proprietary products shall be installed in strict accordance with the manufacturer's recommendations.

SCOPE WORK

Protection of items

Footpaths adjacent to the site shall be kept in a safe condition at all times to protect pedestrians. Maintaining the traffic management arrangement shown in the photo on page 1 of this document is deemed sufficient for this purpose.

Driveways and footpaths traversed by vehicles will be maintained during the demolition work.

Existing Services

The Contractor shall safely and securely terminate all services (including electrical, water, waste, gas and flammable liquids) to the building and surrounding the demolition area. No work shall commence if services are still connected.

Demolition Work

This work shall be carried out in consultation with the separate Scope of Works pertaining to the bracing of the remaining building (refer to the engineer for further information).

1. Allow for engineer to attend site and carry out detailed measure up of canopy and front elevation, including undertaking 3D laser scan. Allow to provide engineer with assistance to safely access front elevation. This information shall be obtained to ensure the parapet wall can be reinstated to match the existing as close as is practicable achievable.
2. Remove existing hoarding as necessary to demolish canopy. Builder to determine sequence of prop removal based on demolition sequence.
3. Demolish front (eastern) canopy as shown on the drawings.
4. Salvage examples of decorative elements (such as support brackets fixed to eastern elevation and pressed metal soffit lining) for reference at time of building's reconstruction. Allow to provide these items to the Engineer (or unless otherwise authorised by the Loss Adjuster) for storage until repair works are arranged.
5. When removing canopy, confirm construction of northern and southern beams to determine whether they are built into the northern and southern wall respectively. Refer to this office for further instruction before proceeding if the beams are built in.
6. Demolish front (eastern) parapet wall to extent shown on the drawings.
7. Salvage samples of decorative elements in parapet (such as feature bricks at wall head and above canopy junction, and protruding text at centre of parapet) for reference at time of building's reconstruction. Allow to provide these items to the Engineer (or unless otherwise authorised by the Loss Adjuster) for storage until repair works are arranged.
8. Report any loose or dangerous masonry to the engineer for further appraisal.
9. Construct new hoarding within openings in eastern wall to prevent unauthorised access to site.

FINAL CLEAN-UP

Back fill any voids left from the demolition procedure to ensure the site is left level.

The site shall be left in a thoroughly clean condition at the completion of the work, with all fire debris and rubbish removed to a place of legal disposal.

Crossovers shall be swept clean to the satisfaction of the Engineer and/ the local approving authority.

Appendix A

WORKING DRAWINGS

Drawing sheets DM1 – DM2

Details of Representations

Application Summary

Application ID	21030316
Proposal	Partial demolition of Local Heritage Place (Rosemont Buildings: Demolition of the front parapet wall and canopy due to fire damage)
Location	106-106A PROSPECT RD PROSPECT SA 5082

Representations

Representor 1 - Barbara Burke

Name	Barbara Burke
Address	43 Bosanquet Ave PROSPECT SA, 5082 Australia
Phone Number	0433173867
Email Address	Burkes@internode.on.net
Submission Date	16/10/2021 08:05 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	Rebuilding of front facade should be part of the redevelopment

Attached Documents

Representations

Representor 2 - Chelsea Burford

Name	Chelsea Burford
Address	4/18 Rose Street PROSPECT SA, 5082 Australia
Phone Number	0403896378
Email Address	Chelseaburford@gmail.com
Submission Date	17/10/2021 07:50 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	

Attached Documents

Representations

Representor 3 - Natalie Papaioannou

Name	Natalie Papaioannou
Address	74 Alexandra St PROSPECT SA, 5082 Australia
Phone Number	
Email Address	Natalie.guidolin@gmail.com
Submission Date	17/10/2021 11:45 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	I do not support the demolition of the parapet heritage facade of the Rosemont Hall. This is a piece of prospect history and should be retained in as close to original condition as possible.

Attached Documents

Representations

Representor 4 - Kristina Barnett

Name	Kristina Barnett
Address	42 Marian Place PROSPECT SA, 5082 Australia
Phone Number	0408 822 923
Email Address	krismbarnett@gmail.com
Submission Date	17/10/2021 03:50 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	As a member of Prospect Local History Group, I would expect that all structural engineering avenues (including independent assessment by Prospect Council planning department) should be explored to save the front parapet wall and canopy due to fire damage and restore it and make it safe. This property's front eastern wall and facade are listed as a Prospect Council Local Heritage item. Our community's heritage should be respected and every effort made to save it instead of taking the quickest and easiest solution of demolition.

Attached Documents

Representations

Representor 5 - Mark Chester

Name	Mark Chester
Address	17 Albert St PROSPECT SA, 5082 Australia
Phone Number	0451661301
Email Address	chestermj@gmail.com
Submission Date	17/10/2021 07:20 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 oppose the development
Reasons	To whom it may concern, I understand that the demolition work has been proposed due to safety concerns, which of course must be considered. I question however if suitable measures have been taken to look at alternative options to restore the structural integrity of the heritage listed building facade. The Rosemount Hall masonry facade, along with others along Prospect Rd are iconic and are a large part of the character of the street. If it is demolished, it will be a loss that cannot be replaced. I believe that demolition should not be considered unless all viable options to safely retain the facade have first been demonstrated to have been exhausted. In my opinion, an independent assessment should be made to determine this, as the company assigned to complete the "make safe" works has a vested interest in completing the work as economically as possible. The Rosemont Hall facade was considered historically significant enough that it features prominently in CR15-15862 "Design Guidelines for the Historic Conservation Zone and Local Heritage Places" as a key example of the architecture of the era. "The early shops and offices contributed to the character of the town, especially in Prospect. Care should be taken to retain fronts and facades with original features where these remain or should be reinstated to an earlier appearance where this is possible. Original parapets verandahs are an important element in the streetscape and should be retained or reconstructed in a sympathetic form to suit the building. Original materials and finishes, particularly unpainted walls, should be retained." As an owner of a 1910 villa within Prospect, I have encountered quite a few challenges during our ongoing restoration process, where demolition would have been the cheaper, easier

	option to take. Despite this, I have not for a second considered taking that path as history like this is something that cannot be replaced and should be protected at all costs. Thankyou. Regards, Mark

Attached Documents

Rosemont_Hall_-_Historic_Design_Guidelines.JPG

Location: 106a Prospect Road, Prospect

This group of shops/offices was constructed in 1924 and features a curved masonry parapet with mouldings and projecting piers, and a suspended awning over the footpath. The awning is clad with later decking, although its form and suspension rods are original. The shopfronts have been altered.

Representations

Representor 6 - Jenny Rossiter

Name	Jenny Rossiter
Address	66 Alice st SEFTON PARK SA, 5083 Australia
Phone Number	
Email Address	Njrossiter@ozemailcom.au
Submission Date	18/10/2021 12:04 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	I do not support the facade being Knocked down. It is my understanding that the Council were going to keep the Village Heart as heritage looking as possible. Surely measures can be taken to keep the facade.

Attached Documents

Representations

Representor 7 - David Kilner

Name	David Kilner
Address	128 Prospect Rd PROSPECT SA, 5082 Australia
Phone Number	0882694197
Email Address	prospect_lhg@internode.on.net
Submission Date	18/10/2021 01:55 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	As Convener of the Prospect Local History Group I support retention of the parapet etc. The Rosemont building is one of a number of historic buildings along Prospect Rd. The loss of any one of them diminishes the heritage value of the street. The property has important historical connections to the history of Prospect. In the 1920s it was inhabited by the Oates family. Our biography of Oates says: Stanley Oates was conductor and pianist of the "Rosemont Concert Party". The concert party travelled extensively around the state giving Elocution, Humorous, Recitals, Piano, Violin and Musical Monologues in country halls. Mabel Oates, daughter of his brother John, was also part of the concert party.(https://www.oldprospectors.com.au/oates-stanley-albert-brewer.html). We are advised by a structural engineer that it is possible to save the parapet so this should happen.

Attached Documents

Representations

Representor 8 - Ellie Nelson

Name	Ellie Nelson
Address	25 Albert Street PROSPECT SA, 5082 Australia
Phone Number	
Email Address	ellienelson11@yahoo.com
Submission Date	19/10/2021 06:56 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	We bought into Prospect 5 years ago because of the historic places which give it so much warmth and character over other surrounding suburbs. The beauty of these buildings make us both proud and we plan on remaining here for many years. We don't mind the idea of a multistorey development on the site as that would in turn bring more residents or business opportunities and add growth to the area however there is undoubtedly a tasteful way to incorporate the parapet wall in this design, showing a recognition of the past with the progress of new.

Attached Documents

Representations

Representor 9 - Jake Jenkins

Name	Jake Jenkins
Address	7/11 Davenport Tce WAYVILLE SA, 5034 Australia
Phone Number	
Email Address	jenkinsjake93@gmail.com
Submission Date	19/10/2021 09:30 AM
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	

Attached Documents

Representations

Representor 10 - Marianne Nelson

Name	Marianne Nelson
Address	55 barker road PROSPECT SA, 5082 Australia
Phone Number	0408588423
Email Address	Marianne@nelsongoc.com
Submission Date	19/10/2021 04:29 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 area I feel is rapidly losing its heritage. High density housing, approvals for demolishment of beautiful heritage houses. This building is part of a historical part of Prospect and must be retained and restored. I do not approve demolishment of such a beautiful piece of history.

Attached Documents

Representations

Representor 11 - Dilip Chirmuley

Name	Dilip Chirmuley
Address	41 Milner Street PROSPECT SA, 5082 Australia
Phone Number	0438171344
Email Address	dilipchi@bigpond.com
Submission Date	20/10/2021 01:29 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 remaining part of almost century old burnt out Rosemont building clearly shows the type of frontage used in those days which will not be replicated in future. Currently many old bungalows of past are being demolished to give way for high-rise developments. Therefore the remaining part of Rosemont building is of immense importance to the history of our suburb. The owner can develop behind the frontage to fit their requirements. For this reason I am opposed to demolishing the frontage of Rosemont.

Attached Documents

Representations

Representor 12 - Lindsay Holmes

Name	Lindsay Holmes
Address	124 West Street BROMPTON SA, 5007 Australia
Phone Number	0424467061
Email Address	Lindsayholmes5007@gmail.com
Submission Date	23/10/2021 12:10 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	The development will be detrimental to the precinct character by removal of a significant heritage item. The facade should be retained or reconstructed maintaining the heritage character.

Attached Documents

Representations

Representor 13 - Elizabeth Crisp

Name	Elizabeth Crisp
Address	PO Box 287 Prospect PROSPECT SA, 5082 Australia
Phone Number	0432020141
Email Address	prospect.residents.assoc@gmail.com
Submission Date	25/10/2021 11:15 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	The Prospect Residents Association would like to see the facade to the Sunny's restaurant /Rosemont Building saved and restored and not demolished. We understand from the Prospect History Group that they have spoken with a structural engineer whose professional opinion is that it is possible save the façade/parapet. The Rosemont building is one of a number of historic buildings along Prospect Rd and is on the Local Heritage Register. Prospect has been losing a significant number of unprotected character buildings as well as local heritage (eg the Horne glove factory for the cinema) so the loss of any more of the historic buildings would add significantly to the loss of heritage value of Prospect Road and to the City of Prospect. We are told by the Prospect History Group that the Rosemont Building has important historical connections to the history of Prospect. In the 1920s it was inhabited by the Oates family. The biography of Oates says: Stanley Oates was conductor and pianist of the "Rosemont Concert Party". The concert party travelled extensively around the state giving Elocution, Humorous, Recitals, Piano, Violin and Musical Monologues in country halls. Mabel Oates, daughter of his brother John, was also part of the concert party. We are concerned that this application may have been made by the insurance company whose motivation to demolish may be more about dollars than protecting local heritage. We also understand that there is no risk to the public at the moment of the façade injuring any member of the public whilst the future of the façade is being determined due to the area being fenced off.

Attached Documents

Representations

Representor 14 - Bronwyn Giannaros

Name	Bronwyn Giannaros
Address	30 Daphne Street PROSPECT SA, 5082 Australia
Phone Number	0413774366
Email Address	Bronwyngiannaros276@gmail.com
Submission Date	25/10/2021 08:41 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	Maintain the integrity of the heritage status of the area. The cost to retain this heritage facade should be covered by insurance. The insurer has an obligation to make all efforts to preserve the historical significance of the building that they have insured. No information has been provided as to the proposed development should this application be approved. Surely this would have some bearing on any formal decision making process. Independent engineering advice should be sought by the decision makers before consideration of this application. The eastern front parapet and wall and canopy should be saved at all costs as they form part of the built form heritage along Prospect Road.

Attached Documents

Representations

Representor 15 - Jonathan Knoblauch

Name	Jonathan Knoblauch
Address	62B Alexandra St PROSPECT SA, 5082 Australia
Phone Number	
Email Address	jonathan.knoblauch@gmail.com
Submission Date	26/10/2021 03:36 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 Rosemont Hall frontage is a (possibly THE) landmark on Prospect Rd and should be saved at all costs for the aesthetics and vibrancy of the street. Given previous heritage buildings being demolished on Prospect Rd like the building opposite, these sites should be preserved if possible to keep the history of the street intact. There are a number of eyesore terrible building decisions on Prospect Rd that were once beautiful heritage buildings. Please dont make this another one of them.

Attached Documents

Representations

Representor 16 - Jessica Knoblauch

Name	Jessica Knoblauch
Address	62b Alexandra St PROSPECT SA, 5082 Australia
Phone Number	
Email Address	jessicaknoblauch17@gmail.com
Submission Date	26/10/2021 03:50 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	I was so sad to hear that the beautiful heritage front was going to be demolished. It adds so much character to Prospect Rd and is really the centrepiece of the strip. Prospect council has always prided itself on preserving and showcasing local history and I would love to know all efforts are being made to preserve this particular piece!

Attached Documents

Representations

Representor 17 - Tina Shettigara

Name	Tina Shettigara
Address	38 Le Hunte Ave PROSPECT SA, 5082 Australia
Phone Number	0438875911
Email Address	tina.shettigara@gmail.com
Submission Date	26/10/2021 05:28 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 in question has a local heritage listing. I believe that the application has been made out of a desire to find the cheapest solution, not the solution that will honour the heritage value of the building to the area and to the streetscape of the community. Other structural engineers have indicated that this facade can be saved and given the heritage interest that is the only appropriate action, which should be taken very quickly.

Attached Documents

Representations

Representor 18 - Sandy Wilkinson

Name	Sandy Wilkinson
Address	112 Osmond Terrace NORWOOD SA, 5067 Australia
Phone Number	0407493192
Email Address	sandy@alexanderwilkinson.com.au
Submission Date	26/10/2021 09:12 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	The building is a local heritage item, the most significant part of which is the front parapet facade that is proposed to be demolished. I appreciate that the loss of the roof structure of the building due to the fire has resulted in the back of the parapet being exposed to wind pressure. As a windsurfer I appreciate how significant such wind forces can be, however it is just in need of more substantial temporary props to secure it until such time as the new roof structure is built behind. A heritage listed parapet being in need of temporary propping is not justification for its demolition as proposed. The Planning Code provides basis to refuse the demolition. Council should seek the opinion of an engineer experienced and practicing in securing and restoration of historic masonry structures, as opposed to an engineer who only consults to Councils being asked to the question: "is it safe in its current condition". My concern is if a non practicing engineer is asked "whether or not it is safe in its current condition", that engineer will likely take a very conservative position of agreeing with the insurance company's engineer's opinion. A heritage building should not be condemned because of a temporary condition. As a Heritage Consultant myself, with experience in such buildings, the facade appears to be in quite good condition, hardly in need of demolition. The engaged engineer should be asked the question what is required on an immediate temporary basis and what long term measures are required to secure the parapet of this Local Heritage item long term.

Attached Documents

Sunnys_duing_day.jpg

Sunnys_at_Night.jpg
SE_parapet_view.jpg
NE_parapet_view.jpg


D&P
FAMILY GROCER
ROSEMONT


1924
ROSEMONT
BUILDINGS
HOLESALE

Representations

Representor 19 - Chloe Moore

Name	Chloe Moore
Address	13 Charles Street PROSPECT SA, 5082 Australia
Phone Number	
Email Address	clo.bowman@gmail.com
Submission Date	27/10/2021 06:40 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	

Attached Documents

Representations

Representor 20 - Cheryl Smith

Name	Cheryl Smith
Address	unit 1/74 Prospect Road, PROSPECT SA, 5082 Australia
Phone Number	0403151679
Email Address	c.smith@backinmotion.com.au
Submission Date	31/10/2021 09:30 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	The development supports the demolition of a local Heritage place. This is not acceptable as it will damage the amenity of the local area. The building requires preservation because it is the heart of the local trading area and demolition will damage the character and appeal for the businesses around it. Only one engineers report has been completed which is not enough given the importance of the local heritage. Planning SA needs more information regarding the safety of the building before attempts at demolition are approved. Rosemont Hall is the Heart of the local trading area and as such should be preserved for the benefit of all residents of Prospect council and the traders that share the area.

Attached Documents

Representations

Representor 21 - Iain McQuin

Name	Iain McQuin
Address	26 Buller Street PROSPECT SA, 5082 Australia
Phone Number	0450088112
Email Address	iain@accessplanning.com.au
Submission Date	01/11/2021 09:48 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	There is no supporting documentation from Council's own consultant engineer to review the preliminary letter prepared by the applicant to support demolition. No estimation of costs to remediate the proposal have been provided either. In the alternative, if Council is seeking the demolition to occur without peer review, the application should contain conditions that the applicant shall rebuild the damaged facade to ensure compliance with the requirements outlined by the applicants own letter (section contained within the Scope of Works). By way of practice directions, the relevant assessment officer should take precedence of the guidelines contained within the relevant overlay - the Local Heritage Area Overlay with regard to performance outcomes for conservation works and demolition.

Attached Documents

Representations

Representor 22 - Ashley Smith

Name	Ashley Smith
Address	5 MYRTLE ST PROSPECT SA, 5082 Australia
Phone Number	0403151678
Email Address	3d@wellnessnow.net.au
Submission Date	03/11/2021 05:43 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	-the demolition proposed relates to the facade and eastern wall of the building which are local heritage items and form part of the built form heritage along Prospect Road. -in the application for demolition, no plans for any replacement development on the land are provided. Therefore more information from the applicant is required. -the application does not satisfy the requirement that the building be irredeemably beyond repair. Further, this proposition is not supported by the independent structural engineer/s.

Attached Documents

Representations

Representor 23 - Anna Graves

Name	Anna Graves
Address	PO Box 2059 PROSPECT SA, 5082 Australia
Phone Number	0412687115
Email Address	apgraves71@gmail.com
Submission Date	03/11/2021 10:39 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	I oppose this application for demolition of the surviving portion of Rosemont Buildings on the basis that the criteria which this honourable Panel must apply has not been met by the applicant. 1) The property known as Rosemont Buildings has been designated as of local heritage value as the property a) represents customs or ways of life that are characteristic of the local area, and it b) has played an important part in the lives of local residents. 2) The documents attached to the development application do not provide sufficient evidence to satisfy the criteria in PO 6.1 that the structural integrity or condition of the Local Heritage Place represents an unacceptable risk to public or private safety and is irredeemably beyond repair. 3) The documentation, and in particular the Scope of Works, do not fully reveal the owners' intentions as regards any replacement development which might be erected on the site. It is therefore unknown as to whether the replacement development would comply with DO 1 by ensuring that it maintains the heritage and cultural values of Local Heritage Places through conservation, ongoing use and adaptive reuse.

Attached Documents

Graves,_Anna_Prospect_DevApp_Submission.pdf

Anna Graves
45 Pulsford Road
Prospect SA 5082

0412 687 115

3 November 2021

Dear Panel Members

106-106A Prospect Road, Prospect SA 5082
Development Application for "Partial demolition of Local Heritage Place (Rosemont Buildings: Demolition of the front parapet wall and canopy due to fire damage)
Application ID: 21030316

As a resident of Pulsford Road in the City of Prospect since 1999, and as a Member of the Coordinating Group of the Prospect Local History Group, I wish to make representations in response to the above development application and annexed documentation, lodged by James Cibich, dated 29 September 2021.

Executive Summary

I oppose this application for demolition of the surviving portion of Rosemont Buildings on the basis that the evidence provided by the applicant in support of this application does not satisfy the criteria which the Panel must apply in order to permit demolition.

1) The property known as Rosemont Buildings has been designated as of local heritage value as the property
   a) represents customs or ways of life that are characteristic of the local area, and it
   b) has played an important part in the lives of local residents.[1]

2) The documents attached to the development application do not provide sufficient evidence to satisfy the criteria in PO 6.1 that the structural integrity or condition of the Local Heritage Place represents an unacceptable risk to public or private safety and is irredeemably beyond repair.

3) The documentation, and in particular the Scope of Works, do not fully reveal the owners' intentions as regards any replacement development which might be erected on the site. It is therefore unknown as to whether any replacement development

[1] SA Heritage Places Database Search, Heritage No 3167, Council Reference PRO:052 http://maps.sa.gov.au/heritagesearch/HeritageItem.aspx?p_heritageno=3167, accessed 3 November 2021 *See Annexure 1, City of Prospect Heritage Survey Report*, November 1996, Weidenhofer Architects, Unley SA

would comply with DO 1 by ensuring that it maintains the heritage and cultural values of Local Heritage Places through conservation, ongoing use and adaptive reuse.

Heritage Significance

According to the Heritage Report commissioned in 2010, the shops known as Rosemont Buildings display historical and social themes that are of importance to the City of Prospect as they are an important element of Prospect Road's shopping strip.[2]

- The construction of this shopping strip indicates the growth and development of Prospect during the 1920s.
- These shops have played an important part in the lives of local residents in the provision of retail services to the community.
- These shops display aesthetic merit and design characteristics of significance to the City of Prospect as they are a reasonably intact example of shop developments of the 1920s.

Notwithstanding the damage to the building in the fire on 16 September 2021, that portion of the building which has survived is the focal point of the premises, and the local heritage listing, and typifies and maintains the heritage significance of the property.

For the use of the Panel, I annex extracts of the heritage studies conducted by the City of Prospect in 1996 and 2010.

Report of Imparta Engineers to Chubb Insurance Australia Limited, dated 16 September 2021

In support of its application for approval to demolish this local heritage listed property, the report of Imparta Engineers, dated 16 September 2021, was annexed.

This report was prepared for the use of Chubb Insurance Australia Limited "Chubb" on 16 September 2021, the day of the fire which damaged the premises at 106-106A Prospect Road, Prospect.

The engineering firm ("Imparta") was commissioned by Chubb and the purpose of their attendance was to assist with the "initial condition assessment of the building"[3]. Moreover, the "primary purpose"[4] was to provide "immediate make-safe recommendations"[5].

The report indicates that the fire had destroyed "additional stabilizing measures that were installed to restrain the front façade".[6] Therefore the conclusion was reached that

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2 City of Prospect Heritage Review, Part Two, March 2010, McDougall & Vines, Conservation and Heritage Consultants, Norwood SA, p.104 (see Annexure 2)

3 Imparta Report, 16 September 2021, page 1

4 Ibid, p.1

5 Ibid, p.1

6 Ibid, p.1

the 'front façade was unrestrained in the lateral direction and vulnerable to collapse" and "even "normal" wind speeds may be sufficient to cause an adverse event".[7]

Cracking was evident to Imparta and an assessment was made that the façade had begun to rotate outwards towards Prospect Road.[8]

Comment

- The report of Imparta was prepared for the owner's insurer on the day of the fire.
- The primary purpose, as stated, was to permit the make-safe works to be conducted.
- The fire occurred on 16 September, with the development application lodged on 29 September 2021.[9]
- No further examination of the parapet by Imparta is evident from the supporting documents.[10]
- The scope of works annexed to the development application was prepared on the basis of that initial report.
- No subsequent report has been obtained or supplied by the date of the application, following the conclusion of the make-safe works.
- No apparent consideration has been given to extant images taken of the building prior to the fire in order to determine the actual extent of cracking or movement caused by the fire, as opposed to this having been pre-existing and within the contemplation and management of the "stabilising measures" already *in situ*.
- Further examination of the property, following the conclusion of the make-safe works, at a time when a less immediate and understandably urgent approach was demanded, would have permitted a more fulsome consideration of the heritage aspects of this local heritage listed property and the potential for its preservation.
- The Scope of Works report concedes that it is "possible that some of the works nominated in this scope are *not* required, as further examination may prove that some building elements are not damaged".[11]

[7] ibid, p.1
[8] Ibid, p.1
[9] https://plan.sa.gov.au/development_application_register#view-21030316-DAP
[10] Scope of Works, 28 September 2021, p.3
[11] Ibid, p.3 (author's emphasis)

Applicable Planning Code provisions and principles

The property situated at 106-106A PROSPECT RD PROSPECT SA 5082 and described in CT 5176/341 is located in an Urban Corridor (Main Street) Zone and carries the following Property Zoning Details:

> *Maximum Building Height (Metres) (Maximum building height is 15m)*
>
> *Minimum Building Height (Levels) (Minimum building height is 2 levels)*
>
> *Maximum Building Height (Levels) (Maximum building height is 4 levels)*
>
> *Minimum Primary Street Setback (No minimum primary street setback)*
>
> *Interface Height (Development should be constructed within a building envelope provided by a 45-degree plane, measured 3m above natural ground at the boundary of an allotment)*[12]

The property is also subject to a Local Heritage Place Overlay with the Desired Outcome that any development:

> *maintains the heritage and cultural values of Local Heritage Places through conservation, ongoing use and adaptive reuse.*[13]

Performance Outcomes are considered suitable to contribute to the Desired Outcomes of the zone.

Performance Outcome 6.1 seeks to ensure that,

> *Local Heritage Places are not demolished, destroyed or removed in total or in part unless:*
>
> *...*
>
> *(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.*[14]

[12] Property Zone Details – Local Variation (TNV) https://code.plan.sa.gov.au/home/what_is_the_property_address/rules-by-development?id=0527325004

[13] Desired Outcome DO 1 https://code.plan.sa.gov.au/home/what_is_the_property_address/rules-by-development?id=0527325004

[14] Performance Outcome PO 6.1 https://code.plan.sa.gov.au/home/what_is_the_property_address/rules-by-development?id=0527325004

Further, conservation works must be within the scope of Performance Outcome 7.1, namely:

> *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.*

Comment

- The report and scope of works were not provided with the copy of the development application as seen on the Plan SA development application register webpage, https://plan.sa.gov.au/development_application_register#view-21030316-DAP , accessed at 2 November 2021.

  They are available through the current notified developments web page https://plan.sa.gov.au/have_your_say/notified_developments/current_notified_developments/submission?aid=1209 accessed at 2 November 2021.

- Whilst the report refers to preservation works in order to permit the "reconstruction" of the building, no evidence of the proposed reconstruction and the satisfaction of these criteria, is given.[15]

- In the absence of any indication by the owner as to their intentions as regards the land, one might easily speculate that the property owner may have within their contemplation, the erection of premises on the land which could reach the maximum height or levels as referred to in the Property Zoning Details above.

- The placement of a 4-level building in the heart of the "village" would destroy what the residents of this city take such pride in and wish to preserve, and which has been recognized as having local history significance.

- The Rosemont building is one of a number of historic buildings along Prospect Road and the loss of any one of these buildings diminishes the heritage value of the street.

It is for the above reasons that I submit that the development application should not be granted.

Thank you for your consideration.

Anna Graves

[15] Scope of Works, 28 September 2021, p.7

Annexure 1

Rosemont Buildings PRO:052

DESCRIPTION

This building is constructed of rendered brick. The main facade has been altered with full length glass windows added. This facade has a cantilevered verandah attached.. Rising above this verandah is an ornate parapet with the name of the building inserted.

STATEMENT OF HERITAGE VALUE

Prospect Road has a large number of shops and shop/dwellings built in the last decades of the 19th and first decades of the 20th centuries. They all reflect the growth of the area in those times of large-scale subdivision. The increase in trading premises is a direct reflection of a perceived community need.

RELEVANT CRITERIA

(b) it represents customs or ways of life that are characteristic of the local area.
(c) it has played an important part in the lives of local residents.

HISTORY

Section 371, Hundred of Yatala, was granted to Robert Bernard in August 1838. He transferred it a year later to John Ellis who subdivided a portion as the town of Beresford. Various other portions were subdivided off in the coming decades.

Council assessment books are unclear about the origins of this building. However the parapet signage shows date of construction as 1924.

References

Historical Consultants Pty Ltd, 1989, *Heritage Survey of the Corporation of the City of Prospect*, Item 48
PROSA, Dept Lands, notes on subdivisions, GRG35/584/1324/17
City of Prospect rate assessment books
Lamshed, M. *Prospect 1872-1972: A Portrait of a City*, pp. 42-44

Annexure 2

ROSEMONT BUILDING

Address: 106a Prospect Road, Prospect
Certificate of Title: 5176/341

Use: Commercial
HCZ Area: -

Heritage Status: LHP
Other Assessments: 1989 Heritage Survey
1996 Heritage Review

HISTORY AND DESCRIPTION:

Prospect Road is the main thoroughfare through the centre of the main residential areas of Prospect proper. Churchill Road to the west and Main North Road to the east border this area but serve as major highways. From the 1870s, Prospect Road developed as a centre of services and facilities for the residents of the closely settled housing subdivisions either side, and was served by a tramline from the early 1880s.

This group of shops was constructed in 1924 and features a curved masonry parapet with mouldings and projecting piers, and a suspended awning over the footpath. The awning is clad with later decking, although its form and suspension rods are original. The shopfronts have been altered.

STATEMENT OF HERITAGE VALUE:

Prospect Road has a large number of shops and shop/dwellings built in the last decades of the nineteenth and first decades of the twentieth centuries. They all reflect the growth of the area in those times of large scale subdivision. The increase in trading premises is a direct reflection of a perceived community need.

RELEVANT CRITERIA (under Section 23(4) of the *Development Act*, 1993):

(a) These shops display historical and social themes that are of importance to the City of Prospect as they are an important element of Prospect Road's shopping strip. The construction of this shopping strip indicates the growth and development of Prospect during the 1920s.

(c) These shops have played an important part in the lives of local residents in the provision of retail services to the community.

(d) These shops display aesthetic merit and design characteristics of significance to the City of Prospect as they are a reasonably intact example of shop developments of the 1920s.

EXTENT OF LISTING:

External form, materials and detailing of the 1924 shops, including shopfronts and parapet to front elevation. Any later additions and alterations are excluded from the listing.

REFERENCES

- Site visit, 2009
- *Heritage Survey of the Corporation of the City of Prospect*, prepared by Historical Consultants Pty Ltd, 1989
- *City of Prospect Heritage Survey Review*, Weidenhofer Architects, 1996

Representations

Representor 24 - Miro Pliszko

Name	Miro Pliszko
Address	19 Hastings Ave BURTON SA, 5110 Australia
Phone Number	0458699437
Email Address	miro@mbpengineering.com
Submission Date	03/11/2021 11:35 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	My position is that the planning consent should be refused. As an experienced chartered structural engineer (MIEAust CPEng NER - Structural) my reasons are as follow: heritage buildings and structures should be preserved structure in question is a significant and iconic part of Prospect Road planning structure in question is a heritage, well known and recognizable community place no engineering and structural evidence to support partial demolition further (second) and independent engineering expertise is to be provided and considered front façade should be maintained and properly supported (where applicable) based on detailed engineering report. The report to be provided by an independent, experienced structural engineer (ex. MIEAust CPEng NER - Structural) Maintained and structurally repaired front façade should be included in a design of new sections of the building (i.e., replacement for damaged parts of the building)

Attached Documents

IMPARTA ENGINEERS

ADELAIDE P: +61 8 8150 5500
BRISBANE P: +61 7 3844 8440
HOBART P: +61 3 9036 3079
MELBOURNE P: +61 3 9036 3079
SYDNEY P: +61 2 9509 0700

Our ref: 0700921JAC(3)

11 November 2021

City of Prospect
PO Box 171
PROSPECT SA 5082

Attention: **Ms Susan Giles**

Dear Ms Giles

Site: **106 Prospect Road PROSPECT SA 5082**
Development App: **21030316**
Subject: **Response to Public Consultation Submissions**

We refer to the submissions made during the Public Notice period for the above Development Application (the Application), provided via the SA Planning Portal (file name "Public Notice_1209_Summary.pdf"). We provide this report as a response to the issues raised in that document for Council's consideration of the Development Application.

From our understanding of the submissions, we have identified three primary concerns / objections. We have identified those concerns / objections and provide our response in the following sections.

CONCERN 1

The documents submitted as part of the Application do not provide sufficient evidence that the wall is beyond repair. As a result, the wall should not be demolished, as per the relevant Performance Outcome under the Planning and Design Code, PO 6.1(b).

In our opinion, repairing the wall is not an option that would assure its structural performance into the future (even once the building is repaired and a restraint system is put back in place), for the following reasons.

As a result of losing its lateral restraint when the fire destroyed the building's roof frame, the wall is now in a distorted shape – leaning over the western Prospect Road footpath (as shown in Photo 1 on the following page). The make-safe contractor measured this rotation as causing a lateral displacement of between 80 – 100mm over a height of 1800mm (as shown in Photo 2 on the following page). The measured displacement represents a height/displacement ratio of between H/22.5 – H/18. For reference, AS/NZS 1170.0 recommends a serviceability deflection ratio of H/400 for masonry walls, meaning the deflection is 17 times the recommended limit. (We acknowledge this is a serviceability criterion - not a strength criterion – it has been provided to demonstrate that the lateral displacement is structurally significant.)

Photo 1 – View of wall rotation over the western Prospect Road footpath

Photo 2 – Photo provided by make-safe contractor showing wall displacement from vertical spirit level

The rotation has caused the wall and northern return wall to crack (Photos 3 and 5). Images of the building available on Google "Street View" that range from December 2007 – July 2021 do not show this cracking (for example, see Photos 4 and 6).

Photo 3

Photo 4 – Google Street View image dated July 2021

Photo 5 – Cracking to eastern end of northern elevation

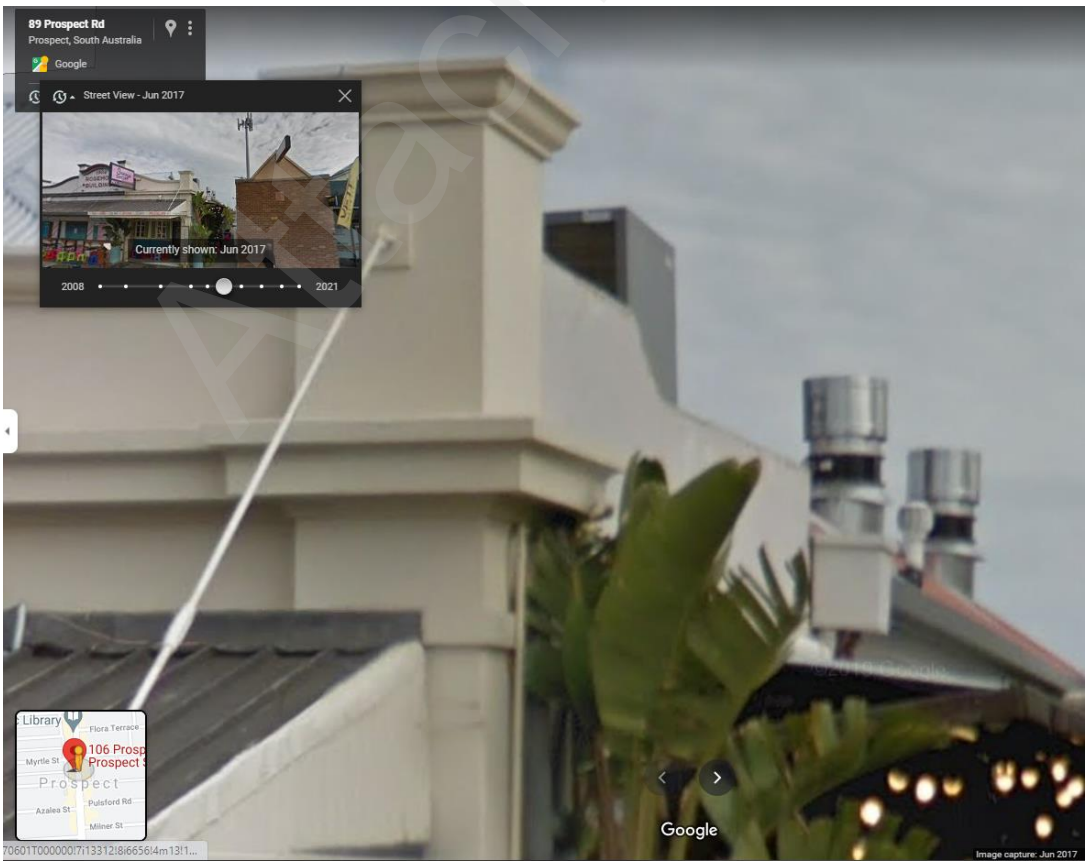

Photo 6 – Google Street View image dated June 2017 (latest available image with unobstructed view of cracked wall)

The absence of lateral restraint makes the wall unstable, such that it is vulnerable to rotating under lateral loading (such as earthquake, wind pressure, or the weight of the attached canopy). This is demonstrated by its already rotated condition before it was temporarily "made-safe" on the day of the fire. The wall is currently "temporarily" braced using two "tilt-up" concrete panel props, which will help mitigate against its collapse. The canopy has also been propped such that its weight is no longer supported by the wall. However, there is no guarantee the existing propping arrangement will prevent the wall from failing (it is our view this propping is not sufficient to withstand strong wind pressure or earthquake loading). We also cannot guarantee that any future propping arrangement will prevent the wall from undergoing at least a partial collapse.

We note that the above opinion is made without factoring in the potential reduction in the wall's structural capacity because of:

- the potential damage sustained to the structure as a result of the fire (in addition to the removal of lateral restraint),
- the reduction in the wall's structural condition due to its age and long-term deterioration, or
- the actual strength of the material from which the building was constructed (considering the building's age, it is likely the brick and mortar are much "softer" and have less structural capacity than modern building materials).

Due to this wall's prominent location, that is, immediately adjacent to Prospect Road and the western footpath, if the traffic management measures were removed, there would be considerable public activity (both vehicular and pedestrian) near the wall. The consequence of the wall's structural failure, if it were to impact a person or vehicle, could be catastrophic (that is, result in serious injury or death). Therefore, in our view, even if the probability of the wall's failure was low (which we do not believe it would be, even if additional propping was undertaken or a repair was attempted), the likelihood of the public being affected by its failure and the severity of those effects are such that the most precautionary approach should be adopted to maintain public safety above all else.

If the wall were to be retained and restored (which we do not believe it could be), its distorted shape would need to be remediated. This would require "pushing" the wall back up into position, which we cannot guarantee could be carried out successfully. We also anticipate "pushing" the wall back into position would cause secondary damage to it. Even once repairs are carried out to the existing cracking and any other secondary damage that may occur during the corrective works, we could not be certain that all damage to the wall has been identified and repaired. Some damage may not be visually evident. We also note that if the wall were to be pushed back into position, the canopy would need to be removed.

Therefore, in our view, the only way to guarantee the wall's structural performance into the future would be to reconstruct it. We have not received any third-party structural engineering advice that either supports or differs from our opinion as part of the submissions or otherwise.

For the above reasons, it is our position that the wall should be demolished as, in our view, the conditions of PO 6.1(b) have been met.

CONCERN 2:

Demolition has been proposed as this is the most economical means of mitigating the safety issues. It was submitted that repairing the wall would be more expensive than reconstructing it, and that this is a consideration in the recommendation to demolish the wall.

The Application is based upon making the building and surrounding areas (including Prospect Road and the public footpath) safe. The cost of the work has not been considered.

CONCERN 3

The Application does not provide any indication as to the future plans for the site and/or the reconstruction of the wall to reinstate as many of its Local Heritage attributes as is reasonably practicable.

As discussed above, the aim of the Application is to make the area as safe as possible by removing any risk to the public presented by the wall. This Application has been made as urgently as possible (after initially liaising with Council) so that the disruption of Prospect Road and the western footpath can be removed as soon as possible. The future development at this site has not been considered as part of this Application.

As per the principles of our report dated 16 September 2021 and the demolition Scope of Works dated 28 September 2021 included as part of the Application, we would be pleased to liaise with Council, the Building Owner and our client regarding any variation to the Application that may be required by Council to alleviate any concerns regarding the Local Heritage listing.

We trust this report is sufficient for your present requirements. If you have any further queries regarding this matter, please do not hesitate to contact the undersigned.

Yours faithfully

James Cibich BE(Hons) LL.B, MIEAust CPEng NER
Imparta Engineers
Direct line: (08) 8150 5513
james@impartaengineers.com.au

From: David Nash
To: Scott McLuskey
Cc: Susan Giles; Chi Hok
Subject: RE: Request for Review - Application for Demolition of Local Heritage Place - 106 Prospect Road Prospect (DA 21030316)
Date: Thursday, 7 October 2021 9:10:38 AM
Attachments: image001.jpg
image002.jpg
image003.png
image004.png
image005.png
image006.png
image007.png
image008.png
image009.jpg
image010.png
image011.png
c51e746e-fc24-4796-b303-777acc4dde06.png
Emailsigmedfirmofthevear_3a3331d6-59b2-44db-a2d6-ebd2ae789a85.png

Scott,
I have looked at the reports and photos you sent plus the photos and report for the bracing of the internal walls that Chi sent me yesterday.

The eastern parapet wall is I believe of double brick construction and sits above a lintel for what looks like the whole width of the front façade. It has walls to the southern and northern boundaries at right angles to the front façade that provide lateral restraint to the ends of the parapet.

There is vertical crack at the southern end of the parapet wall and the middle section of the wall from the photos has a significant lean outwards toward the street.

In its present state the parapet wall is very dangerous and could easily collapse under even low wind loads or even possibly under its own weight if the lean increases even a little bit.

The parapet wall could possibly be temporarily stabilised in its current condition if one builds a steel frame behind the wall, so vertical columns with horizontal members aligning with the top and bottom of the parapet, and then diagonal braces back from the columns with footings at the base of the columns and braces. You would then need to fix wall plates to the top and bottom of the parapet wall at least, and then tie these back to the stabilising frame. The fixing of the wall plates would require drilling into the parapet wall so anchors could be fixed to the wall and wall plates. With the lean outwards on the wall, the fact that it is only a parapet sitting above a lintel so no wall sections under that are laterally restrained by walls at right angles, and with the crack at the southern end, the drilling alone could result in the parapet collapsing. It would be dangerous to attempt to fix any sought of stabilising frame to the parapet.

Even if you could stabilise the wall it will be necessary to straighten the wall if it were to remain in place when the building is rebuilt. Trying to pull the parapet back that is of a brittle construction is very likely to result in the parapet collapsing. If the wall was a full height wall then you may be able to pull it back, particularly if it still had some lateral walls in place that were supporting it. I am not builder but I do not see how you could safely make the wall vertical again. It would have to be rebuilt.

Similarly it would not be sensible to simply support the parapet wall by tying it to the new roof and ceiling frames and leaving the lean as it is. Any footing movement to the building could worsen the lean and then if any fixings to the roof or ceiling loosen then the parapet wall could come tumbling down.

I believe it would be considered to be irredeemably beyond repair.

Unless the parapet wall is temporarily supported as described above the footpath should remain closed as it currently is shown in the photos.

Regards
David Nash

David Nash
Building Surveyor

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From: Jack Adcock
To: Susan Giles
Cc: shane
Subject: CM: 106 Prospect Road, Prospect (DA 21030316) - Structural Review
Date: Wednesday, 24 November 2021 1:37:26 PM
Attachments: image001.png
image002.png
JAC210913 Photos.pdf

Hi Susan

Shane is on site all day and asked that I pass on his initial assessment of the fire damaged building.

In regards to the inspection on 23 November 2021 of the heritage façade at 106 Prospect Road, Prospect we make the following comments:

- The insurer's engineer makes the comment 'that façade has rotated outward midlength of the wall and cracking of the masonry near the southern end which has caused the wall to rotate outward'. We do not disagree with this statement but note that this may not have been caused by the loss of structure during the fire. The photo of the façade from 2016 from bb architects heritage report shows a deflection in the front canopy which resembles the current deflection, although the magnitude of the deflection cannot be validated. The deflection in the canopy may pre date the fire. Photo 1 on the attached shows an outward deflection of the wall relative to an adjacent building. Photo 2 shows a crack in the Northern wall adjacent to the façade which could also be an indication of movement.

- Unbraced masonry parapets are at significant risk of collapse under seismic loading. The parapet's weight is supported by the lintel beneath but laterally under wind and earth quake forces it relied on the roof structure for lateral support. We note that diagonal braces have been installed to the piers mid length of the wall as a temporary make safe measure.

- In order to retain the façade the rotated Northern and middle masonry parapet should be either reconstructed or adequately tied laterally with internal walls, potentially requiring steel strongbacks and brackets, and a new braced roof and ceiling structure. This would be considered additional strengthening works rather than simple reinstatement of the structure as it was prior to the fire, with a risk that the works could not be successfully completed due to instability.
-
- The existing lintel is likely to be concrete encase steelwork or reinforced concrete and should be examined further to determine whether the connections, reinforcement or steel sections are in a serviceable condition to support the masonry façade both vertically and laterally to new code requirements.

- The rotation of the wall needs to be allowed for in the design of the revised steel braced roof and ceilings. A survey of the façade should be undertaken to determine the additional design actions due to rotation.

In noting the above we consider there to be an increased risk to the stability of the façade during construction if the façade is retained prior to the supporting structure being connected. We also note

that there is potential for the wall to rotate further at the northern end if the connection to the northern wall has been compromised.

In conclusion, the façade can be salvaged with higher than usual risk prior to and during construction and, thus, with no guarantee of success. Additionally, the structural work required to maintain the stability of the façade is over and above usual reinstatement works. Given the increased risk, the question over successfully repairing it, and the extent of structure required to maintain the façade, it would be safer for it to be demolished.

If you have any queries you are welcome to contact me and Shane will be back in the office tomorrow.

Kind Regards

Jack Adcock BE(Civil) FIEAust CPEng NER
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PHOTO 1

PHOTO 2

HERITAGE IMPACT REPORT

bbarchitects

PROPERTY ADDRESS:	**106 Prospect Road Prospect**
APPLICATION NUMBER:	**2103090**
DATE:	29 October 2021
PROPOSAL:	Partial Demolition
HERITAGE STATUS:	LOCAL HERITAGE PLACE
HERITAGE ADVISOR:	David Brown, BB Architects
PLANNER:	Susan Giles

ADVICE SOUGHT

No pre Planning Consent advice has been sought from Council's Heritage Advisor by the applicant.

DESCRIPTION

The building is a Local Heritage Place in the Urban Corridor (Main Street) Zone. Constructed in 1924 as a group of shops, with the main feature being the curved rendered parapet. The suspended awning over the foot path has been rebuilt reusing some of the original steel and iron structure, probably sometime in the 1960s/70s. The shop fronts have all been removed and replaced with contemporary sympathetic shop fronts. The only original listed significant heritage fabric that remained before the fire was the parapet wall, and the surviving masonry pillars supporting the wall above, along with the original steel structural elements of the awning.

The heritage listing notes the protected fabric as "East Wall including verandah form and original shop windows". The shop windows were removed a long time ago, even prior to the 2010 Heritage review. The 1996 Survey notes that the shop fronts had already been removed, so it is curious that they are noted on the listing. The verandah/awning has been rebuilt, and when Sunny's took over the important elements comprised the 4 support ties back to the façade, and the original steel structure. Sunny's added the pressed metal ceiling to the awning, so that is of no historical significance.

Left: View of the building in 2016 before Sunny's moved in. The only significant element that remains in is the parapet and end pillars, and the structure of the awning (not the roof sheeting, fascia, gutters, etc).

PROPOSAL

The proposal is to partially demolish the parapet wall and rebuild it in the same design.

COMMENTS

Having reviewed the engineering reports, and communication, it seems that there is no reasonable way to retain the entirety of the parapet wall. The structure is unstable, has cracked already, and is leaning out over the footpath. The parapet is a simple rendered brick structure, but only sits on the steel lintel, without continuous supports and stabilisation down to the ground.

While the demolition is a disappointing outcome, in this case public safety is more important than the retention of a parapet wall that is the only historically significant remnant of an Interwar shop. The heritage listing only protects the front façade, and there is actually only a small portion of this left.

With the rebuilding of the parapet wall, there appears to be no real detail on that yet, with the assumption being that there will be a separate application for that work.

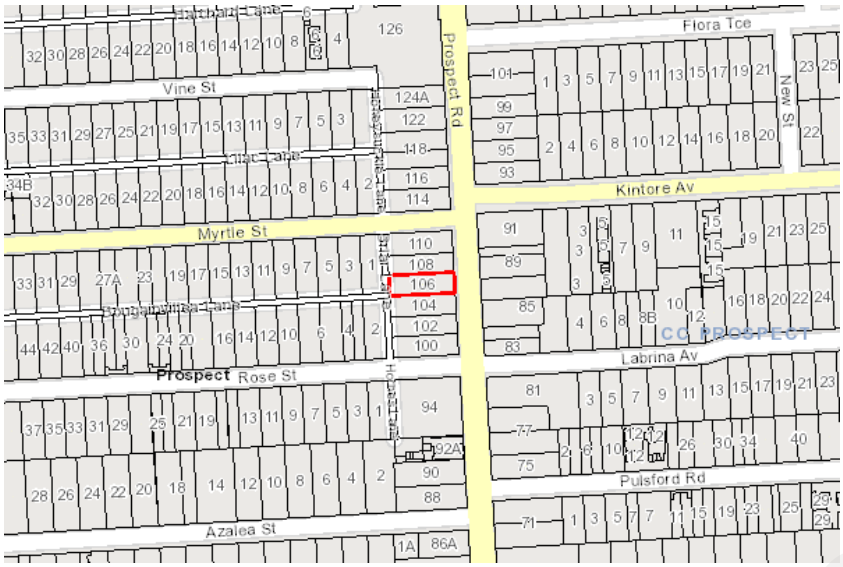
If the demolition is approved, then ideally the steel structural elements of the front awning including the tie rods should be retained.

106-106A PROSPECT RD PROSPECT SA 5082

Address:

Click to view a detailed interactive SAILIS in SAILIS

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



Property Zoning Details

Local Variation (TNV)

Maximum Building Height (Metres) *(Maximum building height is 15m)*
Minimum Building Height (Levels) *(Minimum building height is 2 levels)*
Maximum Building Height (Levels) *(Maximum building height is 4 levels)*
Minimum Primary Street Setback *(No minimum primary street setback)*
Interface Height *(Development should be constructed within a building envelope provided by a 45 degree plane, measured 3m above natural ground at the boundary of an allotment)*

Overlay

Airport Building Heights (Regulated) *(All structures over 110 metres)*
Advertising Near Signalised Intersections
Affordable Housing
Design
Local Heritage Place
Noise and Air Emissions
Prescribed Wells Area
Regulated and Significant Tree
Traffic Generating Development
Urban Transport Routes

Zone

Urban Corridor (Main Street)

Development Pathways

- Urban Corridor (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.

   - 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.

- Consulting room
- Office
- Shop

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
- 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.
- Licensed Premises
- Office
- Residential flat building
- Shop
- Student Accommodation
- Tourist accommodation
- Tree-damaging activity

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

Property Policy Information for above selection

Part 2 - Zones and Sub Zones

Urban Corridor (Main Street) Zone

Assessment Provisions (AP)

Desired Outcome	
DO 1	A safe, walkable and vibrant shopping, entertainment and commercial main street precinct with an active day and evening economy supported by medium density residential development.
DO 2	Built form positively contributing to: (a) a streetscape that is visually interesting at human-scale comprising articulated buildings with a high level of fenestration and balconies oriented towards the street (b) a fine-grain public realm comprising buildings with active frontages that are designed to reinforce the street rhythm, that consider the facades, articulation and massing of existing buildings and any spaces between them, and provide narrow tenancy footprints at ground level.

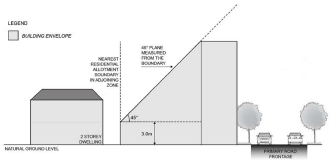
Performance Outcomes (PO) and Deemed to Satisfy (DTS) / Designated Performance Feature (DPF) Criteria

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 A vibrant mix of land uses adding to the vitality of the area and extending activities outside shop hours including restaurants, educational, community and cultural facilities and visitor and residential accommodation.	DTS/DPF 1.1 Development comprises one or more of the following: (a) Advertisement (b) Consulting Room (c) Dwelling (d) Hotel (e) Educational Establishment (f) Licensed Premises (g) Office (h) Pre-school (i) Residential Flat Building (j) Retirement Facility (k) Shop (l) Student Accommodation (m) Supported Accommodation (n) Tourist Accommodation
PO 1.2 Retail, office, entertainment and recreation related uses that provide a range of goods and services to the local community and the surrounding district.	DTS/DPF 1.2 None are applicable.
PO 1.3 Ground floor uses contribute to a safe, active and vibrant main street.	DTS/DPF 1.3 Shop, office, or consulting room uses located on the ground floor level of buildings fronting the primary road corridor.
PO 1.4 Dwellings developed in conjunction with non-residential uses to support business, entertainment and recreational activities that contribute to making the main street locality and pedestrian thoroughfares safe, walkable, comfortable, pleasant and vibrant places.	DTS/DPF 1.4 Dwellings developed in conjunction with non-residential uses, and 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 Development of diverse medium density accommodation options either as part of a mixed use development or wholly residential development.	DTS/DPF 1.5 None are applicable.
PO 1.6 Land uses promote movement and activity during daylight and evening hours, including restaurants, educational, health, community and cultural facilities, and visitor and residential	DTS/DPF 1.6 None are applicable.

accommodation.	
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 located 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 10 metres 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 30 metres 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 either (i) or (ii): (i) 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 (ii) 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 in any of the following circumstances: (i) the building is a local heritage place (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, provide overall visual relief from building height and mass, and maintain a human scale for pedestrians.	DTS/DPF 2.1 Buildings: (a) include a clearly defined podium or street wall with a maximum building height of 2 building levels or 8m, or

	higher where it matches the existing street wall of adjoining buildings (b) have levels above the defined podium or street wall setback a minimum of 2m from that wall.
PO 2.2 Buildings and structures designed to complement and respond to the established fine-grained main street character by: (a) ensuring the verandah profile and materials of construction are consistent with and positively respond to adjacent traditional main street buildings (b) complementing the traditional 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 Buildings designed to create visual connection between the public realm and ground level interior, to ensure an active interface with the main street and maximise passive surveillance.	DTS/DPF 2.3 The ground floor primary frontage of buildings provides at least 60% of the street frontage as an entry / foyer or display window to a shop or other community or commercial use that provides pedestrian interest and activation.
PO 2.4 Buildings provide a high amenity pedestrian environment by providing shelter and shade over footpaths.	DTS/DPF 2.4 Buildings that provide a continuity of verandahs, canopies, awnings or other pedestrian shelters to contribute to pedestrian comfort.
PO 2.5 Buildings are adaptable and flexible to accommodate a range of residential and non-residential land uses on the ground floor.	DTS/DPF 2.5 The ground floor of buildings contains a minimum floor to ceiling height of 3.5m.
PO 2.6 Buildings sited on the primary street boundary to achieve a continuity of built form frontage to the main street, with the occasional section of building set back to create outdoor dining areas, visually interesting building entrances and intimate but vibrant spaces.	DTS/DPF 2.6 Buildings with a 0m setback from the primary street boundary, with the exception of minor setbacks to accommodate outdoor dining areas.
PO 2.7 Buildings with no setback from the secondary street boundary to contribute to a consistent established streetscape.	DTS/DPF 2.7 Buildings with a 0m setback from the secondary street boundary.
PO 2.8 Buildings with no side boundaries setback to achieve a continuity of street façade to the main street.	DTS/DPF 2.8 Buildings with a 0m setback from the side boundary.
PO 2.9 Buildings set back from rear boundaries (other than street boundaries) to minimise negative impacts on neighbouring properties, including access to natural sunlight and ventilation.	DTS/DPF 2.9 Buildings setback from rear boundaries as follows: (a) 5m or more where the subject land directly abuts an allotment of a different zone or (b) 3m or more in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land

PO 2.10 Buildings set back from street boundaries (in the case of rear access ways) to provide adequate manoeuvrability for vehicles.	DTS/DPF 2.10 Buildings setback from the rear access way: (a) no requirement where the access way is not less than 6.5m 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.
Building Height	
PO 3.1 Building height is consistent with the form expressed in the Maximum Building Height (Levels) Technical and Numeric Variation layer and the Maximum Building Height (Metres) Technical and Numeric Variation layer and otherwise positively responds to the local context including the site's frontage, depth, and adjacent primary corridor or street width.	DTS/DPF 3.1 Except where a Concept Plan specifies otherwise, development does not exceed the following building height(s): **Maximum Building Height (Levels)** Maximum building height is 4 levels **Maximum Building Height (Metres)** Maximum building height is 15m In relation to DTS/DPF 3.1, in instances where: (a) more than one value is returned in the same field, refer to the *Maximum Building Height (Levels) Technical and Numeric Variation layer* or *Maximum Building Height (Metres) Technical and Numeric Variation layer* in the SA planning database to determine the applicable value relevant to the site of the proposed development (b) only one value is returned (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other (c) no value is returned (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels)), then none are applicable and the relevant development cannot be classified as deemed-to-satisfy.
PO 3.2 Buildings designed to achieve optimal height and floor space yields, and maintain traditional main street form.	DTS/DPF 3.2 New development is not less that the following building height: **Minimum Building Height (Levels)** Minimum building height is 2 levels In relation to DTS/DPF 3.2, in instances where: (a) more than one value is returned in the same field, refer to the *Minimum Building Height (Levels) Technical and Numeric Variation* layer in the SA planning database to determine the applicable value relevant to the site of the proposed development (b) no value is returned (i.e. there is a blank field), then there is no minimum building height and DTS/DPF 3.2 is met.
Interface Height	
PO 4.1 Buildings mitigate impacts of building massing on residential development within a neighbourhood-type zone.	DTS/DPF 4.1 **Interface Height** 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 within a neighbourhood-type zone as shown in the following diagram: 
PO 4.2 Buildings on an allotment fronting a road that is not the primary corridor (ie a State maintained road) and where land on the opposite side of the road is within a neighbourhood-type zone, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.	DTS/DPF 4.2 None are applicable.
Significant Development Sites	
PO 5.1 Consolidation of significant development sites (a site with a frontage over 25m to a primary road corridor and over 1500m^2 in area, which may include one or more allotments) to achieve increased development yield, provided that off-site impacts can be managed and broader community benefit is achieved in terms of design quality, community services, affordable housing provision, or sustainability features.	DTS/DPF 5.1 Development on significant development sites (a site with a frontage over 25m to a primary road corridor and over 1500m^2 in area, which may include one or more allotments) up to 30% above the maximum building height specified in DTS/DPF 3.1 (rounded to the nearest whole number) where it: (a) incorporates the retention, conservation and reuse of a building which is a listed heritage place or an existing built form and context that positively contributes to the character of the local area (b) includes more than 15% of dwellings as affordable housing or (c) includes at least: (i) three of the following: A. high quality open space that is universally accessible and is directly connected to, and well integrated with, public realm areas of the street B. high quality, safe and secure, universally accessible pedestrian linkages that connect through the development site C. active uses are located on the public street frontages of the building, with any above ground car parking located behind D. a range of dwelling types that includes at least 10% of 3+ bedroom apartments; E. a child care centre. (ii) three of the following: A. a communal useable garden integrated with the design of the building that covers the majority of a rooftop area supported by services that ensure ongoing maintenance; B. living landscaped vertical surfaces of at least 50m2 supported by services that ensure ongoing maintenance C. passive heating and cooling design elements including solar shading integrated into the building D. higher amenity through provision of

	private open space in excess of minimum requirements by 25% for at least 50% of dwellings.
PO 5.2 Development on a significant development site (a site with a frontage over 25m to a primary road corridor and over 1500m^2 in area, which may include one or more allotments) designed to minimise impacts on residential uses in adjacent zones with regard to intensity of use, overshadowing, massing and building proportions.	DTS/DPF 5.2 Development on a significant development site (a site with a frontage over 25m to a primary road corridor and over 1500m^2 in area, which may include one or more allotments) that: (a) is constructed within the zone's Interface Building Height provision as specified DTS/DPF 4.1 (b) locates non-residential activities and higher density elements towards the primary road corridor (c) locates taller building elements towards the primary road corridor.
Movement, parking and access	
PO 6.1 Development does not result in additional crossovers on the main street, except where rationalising existing crossovers on consolidated sites and is designed to minimise conflicts with pedestrians and cyclists and minimise disruption to the continuity of built form.	DTS/DPF 6.1 Vehicular access to be provided: (a) via side streets or rear lanes provided there is no negative impact on residential amenity within the zone and in adjacent zones or (b) where it consolidates or replaces existing crossovers.
PO 6.2 Development is designed to ensure car parking is located to avoid negative impacts on the main street rhythm and activation.	DTS/DPF 6.2 Vehicle parking garages located behind buildings away from the primary main street frontage.
Advertisements	
PO 7.1 Advertisements are sited and designed to achieve an overall consistency of appearance along individual street frontages.	DTS/DPF 7.1 None are applicable.
PO 7.2 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 7.2 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 6m2 per side.
Concept Plans	
PO 8.1 Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure	DTS/DPF 8.1 The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant: In relation to DTS/DPF 8.1, in instances where:

	(a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant. (b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 8.1 is met.

Table 5 - Procedural Matters (PM) - Notification

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

Interpretation

A class of development listed in Column A is excluded from notification provided that it does not fall within a corresponding exclusion prescribed in Column B. In instances where development falls within multiple classes within Column A, each clause is to be read independently such that if a development is excluded from notification by any clause, it is, for the purposes of notification excluded irrespective of any other clause.

Class of Development (Column A)	Exceptions (Column B)
1. A kind of 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 of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
3. Any development involving any of the following (or of any combination of any of the following): (a) advertisement (b) air handling unit, air conditioning system or exhaust fan (c) deck (d) dwelling (e) fence (f) office (g) residential flat building (h) retaining wall (i) shade sail (j) shop (k) solar photovoltaic panels (roof mounted) (l) water tank.	Except development that: 1. exceeds the maximum building height specified in Urban Corridor (Main Street) DTS/DPF 3.1 or 2. does not satisfy Urban Corridor (Main Street) DTS/DPF 4.1 or 3. involves the construction of a building of 4 or more building levels and the site of the development is: (a) adjacent land to a neighbourhood-type zone and (b) adjoins an allotment containing an existing low-rise building used for residential purposes.
4. Any development involving any of the following (or of any combination of any of the following): (a) internal building works (b) replacement building	None specified.

(c) tree damaging activity.	
5. Demolition.	Except any of the following: 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.

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

Placement of Notices - Exemptions for Restricted Development
None specified.

Part 3 - Overlays

Advertising Near Signalised Intersections Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Provision of a safe road environment by reducing driver distraction at key points of conflict on the road.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Advertisements Near Signalised Intersections	
PO 1.1 Advertising near signalised intersections does not cause unreasonable distraction to road users through illumination, flashing lights, or moving or changing displays or messages.	DTS/DPF 1.1 Advertising: (a) is not illuminated (b) does not incorporate a moving or changing display or message (c) does not incorporate a flashing light(s).

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets

out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Advertisement or advertising hoarding that: (a) is within 100m of a: (i) signalised intersection or (ii) signalised pedestrian crossing and (b) will: (i) be internally illuminated or (ii) incorporate a moving or changing display or message or (iii) incorporate a flashing light.	Commissioner of Highways.	To provide expert technical assessment on potential risks relating to pedestrian and road safety which may arise from advertisements near intersections.	Development of a class to which Schedule 9 clause 3 item 21 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Affordable Housing Overlay

Assessment Provisions (AP)

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 Sufficient car parking is provided to meet the needs of occupants of affordable housing.	DTS/DPF 4.1 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
Development for the purposes of the provision of affordable housing (applying the criteria determined under regulation 4 of the *South Australian Housing Trust Regulations 2010*).	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 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	The airport-operator company for the relevant airport within the meaning	To provide expert assessment and direction to the relevant authority on	Development of a class to which Schedule 9 clause 3 item 1 of the Planning

	'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.*	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.	potential impacts on the safety and operation of aviation activities.	Development and Infrastructure (General) Regulations 2017 applies.

Design Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Development positively contributes to the liveability, durability and sustainability of the built environment through high-quality design.

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 Medium to high rise buildings and state significant development demonstrate high quality design.	DTS/DPF 1.1 None are applicable.

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
Except where the development comprises a variation to an application that has previously: (a) been referred to the Government Architect or	Government Architect or Associate Government Architect	To provide expert design advice to the relevant authority on how the development:	Development of a class to which Schedule 9 clause 3 item

Associate Government Architect or (b) been given development authorisation under the *Planning, Design and Infrastructure Act 2016 or Development Act 1993* any of the following classes of development: (a) development within the area of the overlay located within the Corporation of the City of Adelaide where the total amount to be applied to any work, when all stages of the development are completed, exceeds $10,000,000 (b) development within the area of the overlay located within the City of Port Adelaide Enfield where the total amount to be applied to any work, when all stages of the development are completed, exceeds $3 000 000 (c) development within all other areas of the overlay that involves the erection or construction of a building that exceeds 4 building levels.		(a) responds to its surrounding context and contributes to the quality and character of a place (b) contributes to inclusiveness, connectivity, and universal design of the built environment (c) enables buildings and places that are fit for purpose, adaptable and long-lasting (d) adds value by positively contributing to places and communities (e) optimises performance and public benefit (f) supports sustainable and environmentally responsible development.	22 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Local Heritage Place Overlay

Assessment Provisions (AP)

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 conceal or obstruct heritage elements and detailing, or dominate the building or its setting.	DTS/DPF 3.3 None are applicable.
PO 3.4 Fencing and gates closer to a street boundary (other than a laneway) than the street elevation of the associated building are	DTS/DPF 3.4 None are applicable.

consistent with the traditional period, style and form of the Local Heritage Place.	
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

None	None	None	None

Noise and Air Emissions Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Community health and amenity is protected from adverse impacts of noise and air emissions.

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 Sensitive receivers adjoining high noise and/or air pollution sources are designed and sited to shield sensitive receivers from the emission source using measures such as: (a) placing buildings containing non-sensitive receivers (such as retail and commercial) between the emission source and sensitive receivers (b) within individual buildings, placing rooms more sensitive to air quality and noise impacts (such as living rooms and bedrooms) further away from the emission source (c) providing appropriate separation or erecting noise attenuation barriers, provided the requirements for safety, urban design and access can be met (d) the use of building design elements such as podiums and jutting, deep or enclosed balconies (including with solid balustrades).	DTS/DPF 1.1 Sensitive receivers satisfy all of the following: (a) do not adjoin a: (i) Designated Road: Type A (ii) Designated Road Corridor: Type B (iii) Designated Road: Type R (iv) Train Corridor (v) Tram Corridor (b) adjoining development incorporating music includes noise attenuation measures to achieve a noise level in any bedroom exposed to music noise (L10) less than: (i) 8 dB above the level of background noise (L90,15 min) in any octave band of the sound spectrum; and (ii) 5 dB(A) above the level of background noise (LA90,15 min) for the overall (sum of all octave bands) A-weighted levels.
PO 1.2 Development incorporating a sensitive receiver adjoining high air pollution sources use building design elements such as varying building heights, widths, articulation, setbacks and shapes to increase wind turbulence and the dispersion of air pollutants.	DTS/DPF 1.2 Sensitive receivers do not adjoin any of the following: (a) Designated Road: Type A (b) Designated Road: Type B (c) Designated Road: Type R (d) Train Corridor (e) Tram Corridor.

PO 1.3 Development incorporating a sensitive receiver adjoining high noise and/or air pollution sources locates private open space (including ground level courtyards and balconies), common open space and outdoor play areas within educational establishments and pre-schools away from the emission source.	DTS/DPF 1.3 Open space associated with a sensitive receiver is not adjoining any of the following: (a) Designated Road: Type A (b) Designated Road: Type B (c) Designated Road: Type R (d) Train Corridor (e) Tram Corridor (f) Development incorporating music.

Procedural Matters (PM) - Referrals

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

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

Prescribed Wells Area Overlay

Assessment Provisions (AP)

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 All development, but in particular involving any of the following: (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) commercial forestry has a lawful, sustainable and reliable water supply that does not	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*.

place undue strain on water resources in prescribed wells areas.	

Procedural Matters (PM) - Referrals

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

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

Regulated and Significant Tree Overlay

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Tree Retention and Health	
PO 1.1 Regulated trees are retained where they: (a) make an important visual contribution to local character and amenity (b) are indigenous to the local area and listed under the *National Parks and Wildlife Act 1972* as a rare or	DTS/DPF 1.1 None are applicable.

endangered native species and / or (c) provide an important habitat for native fauna.	
PO 1.2 Significant trees are retained where they: (a) make an important contribution to the character or amenity of the local area (b) are indigenous to the local area and are listed under the *National Parks and Wildlife Act 1972* as a rare or endangered native species (c) represent an important habitat for native fauna (d) are part of a wildlife corridor of a remnant area of native vegetation (e) are important to the maintenance of biodiversity in the local environment and / or (f) form a notable visual element to the landscape of the local area.	DTS/DPF 1.2 None are applicable.
PO 1.3 A tree damaging activity not in connection with other development satisfies (a) and (b): (a) tree damaging activity is only undertaken to: (i) remove a diseased tree where its life expectancy is short (ii) mitigate an unacceptable risk to public or private safety due to limb drop or the like (iii) rectify or prevent extensive damage to a building of value as comprising any of the following: A. a Local Heritage Place B. a State Heritage Place C. a substantial building of value and there is no reasonable alternative to rectify or prevent such damage other than to undertake a tree damaging activity (iv) reduce an unacceptable hazard associated with a tree within 20m of an existing residential, tourist accommodation or other habitable building from bushfire (v) treat disease or otherwise in the general interests of the health of the tree and / or (vi) maintain the aesthetic appearance and structural integrity of the tree (b) in relation to a significant tree, tree-damaging activity is avoided unless all reasonable remedial treatments and measures have been determined to be ineffective.	DTS/DPF 1.3 None are applicable.
PO 1.4 A tree-damaging activity in connection with other development satisfies all the following: (a) it accommodates the reasonable development of land in accordance with the relevant zone or subzone where such	DTS/DPF 1.4 None are applicable.

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

Procedural Matters (PM) - Referrals

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

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

Traffic Generating Development Overlay

Assessment Provisions (AP)

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

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

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

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where all of the relevant deemed-to-satisfy criteria are met, any of the following classes of development that are proposed within 250m of a State Maintained Road: (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m^2 or more (c) retail development with a gross floor area of 2,000m^2 or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m^2 or more (e) industry with a gross floor area of 20,000m^2 or more (f) educational facilities with a capacity of 250 students or more.	Commissioner of Highways.	To provide expert technical assessment and direction to the Relevant Authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.	Development of a class to which Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Urban Transport Routes Overlay

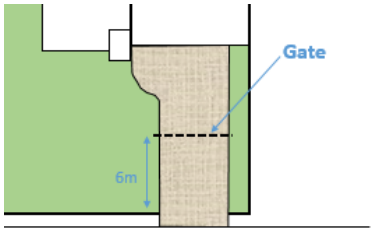
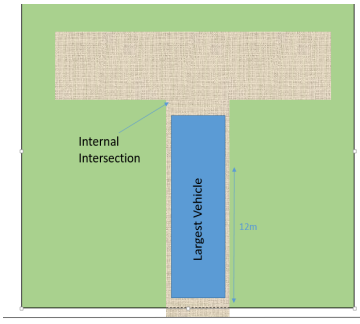
Assessment Provisions (AP)

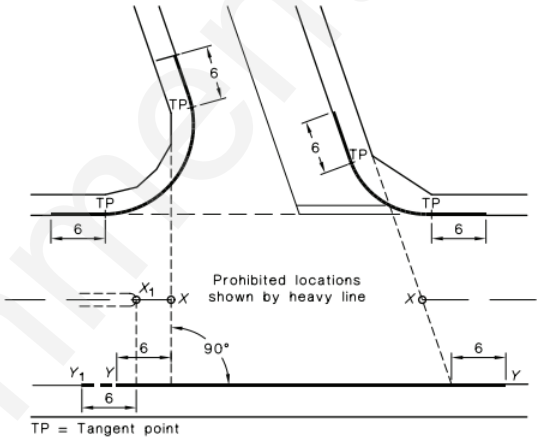
Desired Outcome	
DO 1	Safe and efficient operation of Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from Urban Transport Routes.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Access - Safe Entry and Exit (Traffic Flow)	
PO 1.1 Access is designed to allow safe entry and exit to and from a site to meet the needs of development and minimise traffic flow interference associated with access movements along adjacent State maintained roads.	DTS/DPF 1.1 An access point satisfies (a), (b) or (c): (a) where servicing a single (1) dwelling / residential allotment: (i) it will not result in more than one access point (ii) vehicles can enter and exit the site in a forward direction (iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road (v) it will have a width of between 3m and 4m (measured at the site

	boundary) (b) where the development will result in 2 and up to 6 dwellings: (i) (i) it will not result in more than one access point servicing the development site (ii) vehicles can enter and exit the site in a forward direction (iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road (v) it will have a width of between 5.8m to 6m (measured at the site boundary) and an access depth of 6m (measured from the site boundary into the site) (c) where the development will result in 7 or more dwellings, or is a non-residential land use: (i) it will not result in more than one access point servicing the development site (ii) vehicles can enter and exit the site using left turn only movements (iii) vehicles can enter and exit the site in a forward direction (iv) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (v) it will have a width of between 6m and 7m (measured at the site boundary), where the development is expected to accommodate vehicles with a length of 6.4m or less (vi) it will have a width of between 6m and 9m (measured at the site boundary), where the development is expected to accommodate vehicles with a length from 6.4m to 8.8m (vii) it will have a width of between 9m and 12m (measured at the site boundary), where the development is expected to accommodate vehicles with a length from 8.8m to 12.5m (viii) provides for simultaneous two-way vehicle movements at the access: A. with entry and exit movements for vehicles with a length up to 5.2m vehicles being fully within the kerbside lane of the road and B. with entry movements of 8.8m vehicles (where relevant) being fully within the kerbside lane of the road and the exit movements of 8.8m vehicles do not cross the centreline of the road.
Access - On-Site Queuing	
PO 2.1 Sufficient accessible on-site queuing adjacent to access points is provided to meet the needs of development so that all vehicle queues can be contained fully within the boundaries of the development site, to minimise interruption on the functional	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:

performance of the road and maintain safe vehicle movements.	 (b) will service, or is intended to service, development that will generate less than 60 vehicle movements per day, and: (i) is expected to be serviced by vehicles with a length no greater than 6.4m (ii) there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site) (c) will service, or is intended to service, development that will generate less than 60 vehicle movements per day, and: (i) is expected to be serviced by vehicles with a length greater than a 6.4m small rigid vehicle (ii) there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site) (iii) any termination of or change in priority of movement within the main car park aisle is located far enough into the site so that the largest vehicle expected on-site can store fully within the site before being required to stop (iv) all parking or manoeuvring areas for commercial vehicles are located a minimum of 12m or the length of the longest vehicle expected on site from the access (measured from the site boundary into the site) as shown in the following diagram: 
Access - (Location Spacing) - Existing Access Point	
PO 3.1 Existing access points are designed to accommodate the type and volume of traffic likely to be generated by the development.	DTS/DPF 3.1 An existing access point satisfies (a), (b) or (c): (a) it will not service, or is not intended to service, more than 6 dwellings (b) it is not located on a Controlled Access Road and will not service development that will result in (b) a larger class of vehicle expected to access the site using the existing access (c) is not located on a Controlled Access Road and development constitutes: (i) a change of use between an office <500m² gross leasable floor area

	and a consulting room <500m² gross leasable floor area or vice versa (ii) a change in use from a shop to an office, consulting room or personal or domestic services establishment (iii) a change of use from a consulting room or office <250m² gross leasable floor area to shop <250m² gross leasable floor area (iv) a change of use from a shop <500m² gross leasable floor area to a warehouse <500m² gross leasable floor area (v) an office or consulting room with a <500m² gross leasable floor area.
Access – Location (Spacing) – New Access Points	
PO 4.1 New access points are spaced apart from any existing access point or public road junction to manage impediments to traffic flow and maintain safe and efficient operating conditions on the road.	DTS/DPF 4.1 A new access point satisfies (a), (b) or (c): (a) where a development site is intended to serve between 1 and 6 dwellings and has frontage to a local road (not being a Controlled Access Road) with a speed environment of 60km/h or less, the new access point is provided on the local road and located a minimum of 6.0m from the tangent point as shown in the following diagram:  NOTE: The points marked X_1 and X are respectively at the median end on a divided road and at the intersection of the main road centre-line and the extensions of the side road property lines shown as dotted lines, on an undivided road. On a divided road, dimension Y-Y extends to Point Y_1. (b) where the development site is intended to serve between 1 and 6 dwellings and access from a local road (being a road that is not a State Maintained Road) is not available, the new access: (i) is not located on a Controlled Access Road (ii) is not located on a section of road affected by double barrier lines (iii) will be on a road with a speed environment of 70km/h or less (iv) is located outside of the bold lines on the diagram shown in the diagram following part (a) (v) located minimum of 6m from a median opening or pedestrian crossing (c) where DTS/DPF 4.1 part (a) and (b) do not apply and access from an alternative local road at least 25m from the State Maintained Road is not available, and the access is not located on a Controlled Access Road, the new access is separated in accordance with the following: **Speed Limit** / **Separation between access points** / **Separation from public road junctions and merging/terminating lanes** 50 km/h or less / No spacing requirement / 20m 60 km/h / 30m / 73m 70 km/h / 40m / 92m 80 km/h / 50m / 114m 90 km/h / 65m / 139m

100 km/h	80m	165m
110 km/h	100m	193m

Access - Location (Sight Lines)

PO 5.1

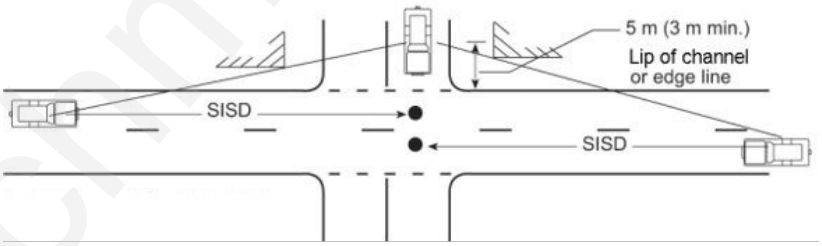
Access points are located and designed to accommodate sight lines that enable drivers and pedestrians to navigate potential conflict points with roads in a controlled and safe manner.

DTS/DPF 5.1

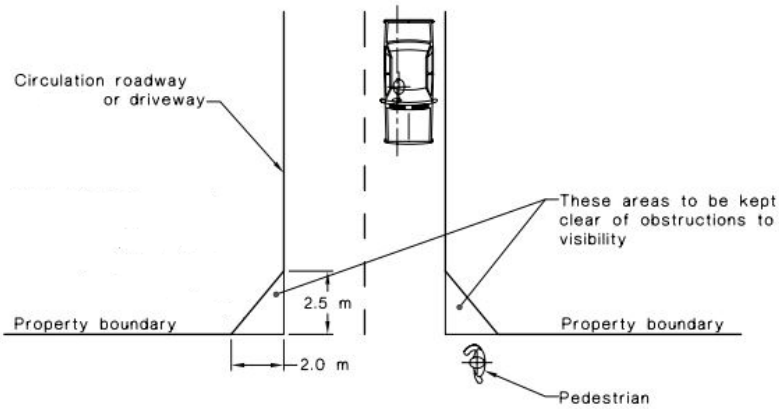
An access point satisfies (a) or (b):

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

Speed Limit	Access point serving 1-6 dwellings	Access point serving all other development
40 km/h or less	40m	73m
50 km/h	55m	97m
60 km/h	73m	123m
70 km/h	92m	151m
80 km/h	114m	181m
90 km/h	139m	214m
100 km/h	165m	248m
110km/h	193m	285m



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



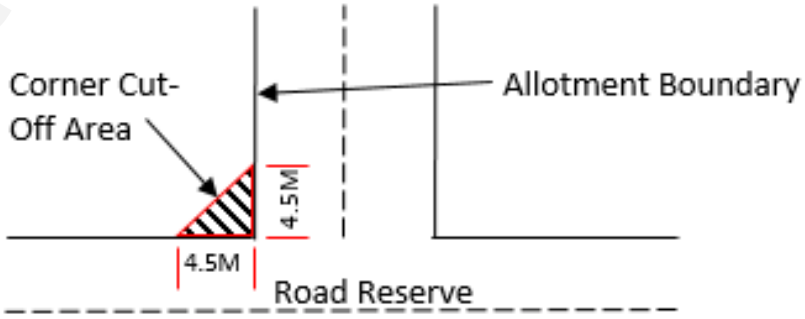
Access – Mud and Debris

PO 6.1

Access points constructed to minimise mud or other debris being carried or transferred onto

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

the road to ensure safe road operating conditions.	boundary (whichever is closer).
Access - Stormwater	
PO 7.1 Access points are designed to minimise negative impact on roadside drainage of water.	DTS/DPF 7.1 Development does not: (a) decrease the capacity of an existing drainage point (b) restrict or prevent the flow of stormwater through an existing drainage point and system.
Building on Road Reserve	
PO 8.1 Buildings or structures that encroach onto, above or below road reserves are designed and sited to minimise impact on safe movements by all road users.	DTS/DPF 8.1 Buildings or structures are not located on, above or below the road reserve.
Public Road Junctions	
PO 9.1 New junctions with a public road (including the opening of unmade public road junctions) or modifications to existing road junctions are located and designed to ensure safe operating conditions are maintained on the State Maintained Road.	DTS/DPF 9.1 Development does not comprise any of the following: (a) creating a new junction with a public road (b) opening an unmade public road junction (c) modifying an existing public road junction.
Corner Cut-Offs	
PO 10.1 Development is located and designed to maintain sightlines for drivers turning into and out of public road junctions to contribute to driver safety.	DTS/DPF 10.1 Development does not involve building work, or building work is located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram: 

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference

Except where all of the relevant deemed-to-satisfy criteria are met, development (including the division of land) that involves any of the following to/on a State Maintained Road or within 25 metres of an intersection with any such road: (a) creation of a new access or junction (b) alterations to an existing access or public road junction (except where deemed to be minor in the opinion of the relevant authority) (c) development that changes the nature of vehicular movements or increase the number or frequency of movements through an existing access (except where deemed to be minor in the opinion of the relevant authority).	Commissioner of Highways.	To provide expert technical assessment and direction to the Relevant Authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.	Development of a class to which Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Part 4 - General Development Policies

Advertisements

Assessment Provisions (AP)

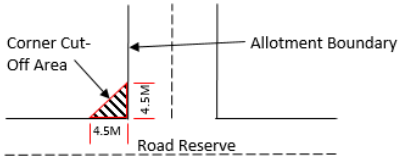
Desired Outcome	
DO 1	Advertisements and advertising hoardings are appropriate to context, efficient and effective in communicating with the public, limited in number to avoid clutter, and do not create hazard.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Appearance	
PO 1.1 Advertisements are compatible and integrated with the design of the building and/or land they are located on.	DTS/DPF 1.1 Advertisements attached to a building satisfy all of the following: (a) are not located in a Neighbourhood-type zone (b) where they are flush with a wall: (i) if located at canopy level, are in the form of a fascia sign (ii) if located above canopy level: A. do not have any part rising above parapet height

	B. are not attached to the roof of the building (c) where they are not flush with a wall: (i) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure (ii) if attached to a two-storey building: A. has no part located above the finished floor level of the second storey of the building B. does not protrude beyond the outer limits of any verandah structure below C. does not have a sign face that exceeds 1m2 per side. (d) if located below canopy level, are flush with a wall (e) if located at canopy level, are in the form of a fascia sign (f) if located above a canopy: (i) are flush with a wall (ii) do not have any part rising above parapet height (iii) are not attached to the roof of the building. (g) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure (h) if attached to a two-storey building, have no part located above the finished floor level of the second storey of the building (i) where they are flush with a wall, do not, in combination with any other existing sign, cover more than 15% of the building facade to which they are attached.
PO 1.2 Advertising hoardings do not disfigure the appearance of the land upon which they are situated or the character of the locality.	DTS/DPF 1.2 Where development comprises an advertising hoarding, the supporting structure is: (a) concealed by the associated advertisement and decorative detailing or (b) not visible from an adjacent public street or thoroughfare, other than a support structure in the form of a single or dual post design.
PO 1.3 Advertising does not encroach on public land or the land of an adjacent allotment.	DTS/DPF 1.3 Advertisements and/or advertising hoardings are contained within the boundaries of the site.
PO 1.4 Where possible, advertisements on public land are integrated with existing structures and infrastructure.	DTS/DPF 1.4 Advertisements on public land that meet at least one of the following: (a) achieves Advertisements DTS/DPF 1.1 (b) are integrated with a bus shelter.
PO 1.5	DTS/DPF 1.5

Advertisements and/or advertising hoardings are of a scale and size appropriate to the character of the locality.	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	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

(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.	
PO 5.4 Advertisements and/or advertising hoardings do not create a hazard by distracting drivers from the primary driving task at a location where the demands on driver concentration are high.	DTS/DPF 5.4 Advertisements and/or advertising hoardings are not located along or adjacent to a road having a speed limit of 80km/h or more.
PO 5.5 Advertisements and/or advertising hoardings provide sufficient clearance from the road carriageway to allow for safe and convenient movement by all road users.	DTS/DPF 5.5 Where the advertisement or advertising hoarding is: (a) on a kerbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 0.6m from the roadside edge of the kerb (b) on an unkerbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 5.5m from the edge of the seal (c) on any other kerbed or unkerbed road, the advertisement or advertising hoarding is located a minimum of the following distance from the roadside edge of the kerb or the seal: (a) 110 km/h road - 14m (b) 100 km/h road - 13m (c) 90 km/h road - 10m (d) 70 or 80 km/h road - 8.5m.
PO 5.6 Advertising near signalised intersections does not cause unreasonable distraction to road users through illumination, flashing lights, or moving or changing displays or messages.	DTS/DPF 5.6 Advertising: (a) is not illuminated (b) does not incorporate a moving or changing display or message (c) does not incorporate a flashing light(s).

Animal Keeping and Horse Keeping

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
PO 1.1 Animal keeping, horse keeping and associated activities do not create adverse impacts on the environment or the amenity of the locality.	DTS/DPF 1.1 None are applicable.
PO 1.2 Animal keeping and horse keeping is located and managed to minimise the potential transmission of disease to other operations where animals are kept.	DTS/DPF 1.2 None are applicable.
Horse Keeping	
PO 2.1 Water from stable wash-down areas is directed to appropriate absorption areas and/or drainage pits to minimise pollution of land and water.	DTS/DPF 2.1 None are applicable.
PO 2.2 Stables, horse shelters or associated yards are sited appropriate distances away from sensitive receivers and/or allotments in other ownership to avoid adverse impacts from dust, erosion and odour.	DTS/DPF 2.2 Stables, horse shelters and associated yards are sited in accordance with all of the following: (a) 30m or more from any sensitive receivers (existing or approved) on land in other ownership (b) where an adjacent allotment is vacant and in other ownership, 30m or more from the boundary of that allotment.
PO 2.3 All areas accessible to horses are separated from septic tank effluent disposal areas to protect the integrity of that system. Stable flooring is constructed with an impervious material to facilitate regular cleaning.	DTS/DPF 2.3 Septic tank effluent disposal areas are enclosed with a horse-proof barrier such as a fence to exclude horses from this area.
PO 2.4 To minimise environmental harm and adverse impacts on water resources, stables, horse shelters and associated yards are appropriately set back from a watercourse.	DTS/DPF 2.4 Stables, horse shelters and associated yards are set back 50m or more from a watercourse.
PO 2.5 Stables, horse shelters and associated yards are located on slopes that are stable to minimise the risk of soil erosion and water runoff.	DTS/DPF 2.5 Stables, horse shelters and associated yards are not located on land with a slope greater than 10% (1-in-10).
Kennels	
PO 3.1 Kennel flooring is constructed with an impervious material to facilitate regular cleaning.	DTS/DPF 3.1 The floors of kennels satisfy all of the following: (a) are constructed of impervious concrete

	(b) are designed to be self-draining when washed down.
PO 3.2 Kennels and exercise yards are designed and sited to minimise noise nuisance to neighbours through measures such as: (a) adopting appropriate separation distances (b) orientating openings away from sensitive receivers.	DTS/DPF 3.2 Kennels are sited 500m or more from the nearest sensitive receiver on land in other ownership.
PO 3.3 Dogs are regularly observed and managed to minimise nuisance impact on adjoining sensitive receivers from animal behaviour.	DTS/DPF 3.3 Kennels are sited in association with a permanent dwelling on the land.
Wastes	
PO 4.1 Storage of manure, used litter and other wastes (other than wastewater lagoons) is designed, constructed and managed to minimise attracting and harbouring vermin.	DTS/DPF 4.1 None are applicable.
PO 4.2 Facilities for the storage of manure, used litter and other wastes (other than wastewater lagoons) are located to minimise the potential for polluting water resources.	DTS/DPF 4.2 Waste storage facilities (other than wastewater lagoons) are located outside the 1% AEP flood event areas.

Aquaculture

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land-based Aquaculture	
PO 1.1 Land-based aquaculture and associated components are sited and designed to mitigate adverse impacts on nearby sensitive receivers.	DTS/DPF 1.1 Land-based aquaculture and associated components are located to satisfy all of the following: (a) 200m or more from a sensitive receiver in other ownership (b) 500m or more from the boundary of a zone primarily

	intended to accommodate sensitive receivers.
PO 1.2 Land-based aquaculture and associated components are sited and designed to prevent surface flows from entering ponds in a 1% AEP sea flood level event.	DTS/DPF 1.2 None are applicable.
PO 1.3 Land-based aquaculture and associated components are sited and designed to prevent pond leakage that would pollute groundwater.	DTS/DPF 1.3 None are applicable.
PO 1.4 Land-based aquaculture and associated components are sited and designed to prevent farmed species escaping and entering into any waters.	DTS/DPF 1.4 None are applicable.
PO 1.5 Land-based aquaculture and associated components, including intake and discharge pipes, are designed to minimise the need to traverse sensitive areas to minimise impact on the natural environment.	DTS/DPF 1.5 None are applicable.
PO 1.6 Pipe inlets and outlets associated with land-based aquaculture are sited and designed to minimise the risk of disease transmission.	DTS/DPF 1.6 None are applicable.
PO 1.7 Storage areas associated with aquaculture activity are integrated with the use of the land and sited and designed to minimise their visual impact on the surrounding environment.	DTS/DPF 1.7 None are applicable.
Marine Based Aquaculture	
PO 2.1 Marine aquaculture is sited and designed to minimise its adverse impacts on sensitive ecological areas including: (a) creeks and estuaries (b) wetlands (c) significant seagrass and mangrove communities (d) marine habitats and ecosystems.	DTS/DPF 2.1 None are applicable.
PO 2.2 Marine aquaculture is sited in areas with adequate water current to disperse sediments and dissolve particulate wastes to prevent the build-up of waste that may cause environmental harm.	DTS/DPF 2.2 None are applicable.
PO 2.3 Marine aquaculture is designed to not involve discharge of human waste on the site, on any adjacent land or into nearby waters.	DTS/DPF 2.3 None are applicable.
PO 2.4 Marine aquaculture (other than inter-tidal aquaculture) is located an	DTS/DPF 2.4 Marine aquaculture development is located 100m or more seaward

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

Beverage Production in Rural Areas

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Odour and Noise	
PO 1.1 Beverage production activities are designed and sited to minimise odour impacts on rural amenity.	DTS/DPF 1.1 None are applicable.
PO 1.2 Beverage production activities are designed and sited to minimise noise impacts on sensitive receivers.	DTS/DPF 1.2 None are applicable.
PO 1.3 Fermentation, distillation, manufacturing, storage, packaging and bottling activities occur within enclosed buildings to improve the visual appearance within a locality and manage noise associated with these activities.	DTS/DPF 1.3 None are applicable.
PO 1.4 Breweries are designed to minimise odours emitted during boiling and fermentation stages of production.	DTS/DPF 1.4 Brew kettles are fitted with a vapour condenser.
PO 1.5 Beverage production solid wastes are stored in a manner that minimises odour impacts on sensitive receivers in other ownership.	DTS/DPF 1.5 Solid waste from beverage production is collected and stored in sealed containers and removed from the site within 48 hours.
Water Quality	
PO 2.1 Beverage production wastewater management systems (including wastewater irrigation) are set back from watercourses to minimise adverse impacts on water resources.	DTS/DPF 2.1 Wastewater management systems are set back 50m or more from the banks of watercourses and bores.
PO 2.2 The storage or disposal of chemicals or hazardous substances is undertaken in a manner to prevent pollution of water resources.	DTS/DPF 2.2 None are applicable.
PO 2.3 Stormwater runoff from areas that may cause contamination due to beverage production activities (including vehicle movements and machinery operations) is drained to an onsite stormwater treatment system to manage potential environmental impacts.	DTS/DPF 2.3 None are applicable.
PO 2.4 Stormwater runoff from areas unlikely to cause contamination by beverage production and associated activities (such as roof	DTS/DPF 2.4 None are applicable.

catchments and clean hard-paved surfaces) is diverted away from beverage production areas and wastewater management systems.	
Wastewater Irrigation	
PO 3.1 Beverage production wastewater irrigation systems are designed and located to not contaminate soil and surface and ground water resources or damage crops.	DTS/DPF 3.1 None are applicable.
PO 3.2 Beverage production wastewater irrigation systems are designed and located to minimise impact on amenity and avoid spray drift onto adjoining land.	DTS/DPF 3.2 Beverage production wastewater is not irrigated within 50m of any dwelling in other ownership.
PO 3.3 Beverage production wastewater is not irrigated onto areas that pose an undue risk to the environment or amenity such as: (a) waterlogged areas (b) land within 50m of a creek, swamp or domestic or stock water bore (c) land subject to flooding (d) steeply sloping land (e) rocky or highly permeable soil overlaying an unconfined aquifer.	DTS/DPF 3.3 None are applicable.

Bulk Handling and Storage Facilities

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
PO 1.1 Bulk handling and storage facilities are sited and designed to minimise risks of adverse air quality and noise impacts on sensitive receivers.	DTS/DPF 1.1 Facilities for the handling, storage and dispatch of commodities in bulk (excluding processing) meet the following minimum separation distances from sensitive receivers:

	(a) bulk handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals at a wharf or wharf side facility (including sea-port grain terminals), where the handling of these materials into or from vessels does not exceed 100 tonnes per day: 300m or more from residential premises not associated with the facility (b) bulk handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility: 300m or more from residential premises not associated with the facility (c) bulk petroleum storage involving individual containers with a capacity up to 200 litres and a total on-site storage capacity not exceeding 1,000 cubic metres: 500m or more (d) coal handling with: a. capacity up to 1 tonne per day or a storage capacity up to 50 tonnes: 500m or more b. capacity exceeding 1 tonne per day but not exceeding 100 tonnes per day or a storage capacity exceeding 50 tonnes but not exceeding 5000 tonnes: 1000m or more.
Buffers and Landscaping	
PO 2.1 Bulk handling and storage facilities incorporate a buffer area for the establishment of dense landscaping adjacent road frontages to enhance the appearance of land and buildings from public thoroughfares.	DTS/DPF 2.1 None are applicable.
PO 2.2 Bulk handling and storage facilities incorporate landscaping to assist with screening and dust filtration.	DTS/DPF 2.2 None are applicable.
Access and Parking	
PO 3.1 Roadways and vehicle parking areas associated with bulk handling and storage facilities are designed and surfaced to control dust emissions and prevent drag out of material from the site.	DTS/DPF 3.1 Roadways and vehicle parking areas are sealed with an all-weather surface.
Slipways, Wharves and Pontoons	
PO 4.1 Slipways, wharves and pontoons used for the handling of bulk materials (such as fuel, oil, catch, bait and the like) incorporate catchment devices to avoid the release of materials into adjacent waters.	DTS/DPF 4.1 None are applicable.

Clearance from Overhead Powerlines

Assessment Provisions (AP)

Desired Outcome	
DO 1	

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

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

Design

Assessment Provisions (AP)

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2	DTS/DPF 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.	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

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

	permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
PO 10.2 Development mitigates direct overlooking from balconies, terraces and decks to habitable rooms and private open space of adjoining residential uses.	DTS/DPF 10.2 One of the following is satisfied: (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases
All Residential development	
Front elevations and passive surveillance	
PO 11.1 Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	DTS/DPF 11.1 Each dwelling with a frontage to a public street: (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least $2m^2$ facing the primary street.
PO 11.2 Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.	DTS/DPF 11.2 Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.
Outlook and amenity	
PO 12.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.	DTS/DPF 12.1 A living room of a dwelling incorporates a window with an outlook towards the street frontage or private open space, public open space, or waterfront areas.
PO 12.2 Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.	DTS/DPF 12.2 None are applicable.
Ancillary Development	
PO 13.1 Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties.	DTS/DPF 13.1 Ancillary buildings: (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 60m2 (c) are not constructed, added to or altered so that any part is situated: (i) in front of any part of the building line of the

dwelling to which it is ancillary

or

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

(d) in the case of a garage or carport, the garage or carport:

(i) is set back at least 5.5m from the boundary of the primary street

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

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

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

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

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

and

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

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

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

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

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

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

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

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

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

	>450 | 25% (ii) the amount of existing soft landscaping prior to the development occurring.
PO 13.2 Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision or car parking requirements and do not result in over-development of the site.	DTS/DPF 13.2 Ancillary buildings and structures do not result in: (a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space (b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
PO 13.3 Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa is positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.	DTS/DPF 13.3 The pump and/or filtration system is ancillary to a dwelling erected on the same site and is: (a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
Garage appearance	
PO 14.1 Garaging is designed to not detract from the streetscape or appearance of a dwelling.	DTS/DPF 14.1 Garages and carports facing a street: (a) are situated so that no part of the garage or carport is in front of any part of the building line of the dwelling (b) are set back at least 5.5m from the boundary of the primary street (c) have a garage door / opening not exceeding 7m in width (d) have a garage door /opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.
Massing	
PO 15.1 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 15.1 None are applicable
Dwelling additions	
PO 16.1 Dwelling additions are sited and designed to not detract from the streetscape or amenity of adjoining properties and do not impede on-site functional requirements.	DTS / DPF 16.1 Dwelling additions: (a) are not constructed, added to or altered so that any part is situated closer to a public street (b) do not result in: (i) excavation exceeding a vertical height of 1m (ii) filling exceeding a vertical height of 1m (iii) a total combined excavation and filling vertical

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

	or captures and retains the difference in pre-development runoff volume (based upon a 0.35 runoff coefficient) vs post development runoff volume from the site for an 18.1% AEP 30-minute storm; and (b) manages site generated stormwater runoff up to and including the 1% AEP flood event to avoid flooding of buildings.
Car parking, access and manoeuvrability	
PO 19.1 Enclosed parking spaces are of a size and dimensions to be functional, accessible and convenient.	DTS/DPF 19.1 Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area): (a) single width car parking spaces: (i) a minimum length of 5.4m per space (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double width car parking spaces (side by side): (i) a minimum length of 5.4m (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space.
PO 19.2 Uncovered parking spaces are of a size and dimensions to be functional, accessible and convenient.	DTS/DPF 19.2 Uncovered car parking spaces have: (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m
PO 19.3 Driveways are located and designed to facilitate safe access and egress while maximising land available for street tree planting, landscaped street frontages, domestic waste collection and on-street parking.	DTS/DPF 19.3 Driveways and access points on sites with a frontage to a public road of 10m or less have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site.
PO 19.4 Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	DTS/DPF 19.4 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed: (i) is set back 6m or more from the tangent point of an intersection of 2 or more roads (ii) is set back outside of the marked lines or infrastructure dedicating a pedestrian crossing (iii) does not involve the removal, relocation or damage to of mature street trees, street furniture or utility infrastructure services.

PO 19.5 Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	DTS/DPF 19.5 Driveways are designed and sited so that: (a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not steeper than 1:4 on average (b) they are aligned relative to the street boundary so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the street boundary (c) if located to provide access from an alley, lane or right of way - the alley, land or right or way is at least 6.2m wide along the boundary of the allotment / site
PO 19.6 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 19.6 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
Waste storage	
PO 20.1 Provision is made for the adequate and convenient storage of waste bins in a location screened from public view.	DTS/DPF 20.1 None are applicable.
Design of Transportable Dwellings	
PO 21.1 The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.	DTS/DPF 21.1 Buildings satisfy (a) or (b): (a) are not transportable or (b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.
Group dwelling, residential flat buildings and battle-axe development	
Amenity	
PO 22.1 Dwellings are of a suitable size to accommodate a layout that is well organised and provides a high standard of amenity for occupants.	DTS/DPF 22.1 Dwellings have a minimum internal floor area in accordance with the following table:

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

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

PO 22.2 The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.	DTS/DPF 22.2 None are applicable.
PO 22.3 Development maximises the number of dwellings that face public open space and public streets and limits dwellings oriented towards adjoining properties.	DTS/DPF 22.3 None are applicable.
PO 22.4 Battle-axe development is appropriately sited and designed to respond to the existing neighbourhood context.	DTS/DPF 22.4 Dwelling sites/allotments are not in the form of a battle-axe arrangement.
Communal Open Space	
PO 23.1 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 23.1 None are applicable.
PO 23.2 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 23.2 Communal open space incorporates a minimum dimension of 5 metres.
PO 23.3 Communal open space is designed and sited to: (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	DTS/DPF 25.2 Where a common driveway is located directly adjacent the side or

common driveways.	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	DTS/DPF 28.1 None are applicable.

(d) kerb ramps at pedestrian crossing points.	
Communal Open Space	
PO 29.1 Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors.	DTS/DPF 29.1 None are applicable.
PO 29.2 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 29.2 None are applicable.
PO 29.3 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 29.3 Communal open space incorporates a minimum dimension of 5 metres.
PO 29.4 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 29.4 None are applicable.
PO 29.5 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 29.5 None are applicable.
PO 29.6 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 29.6 None are applicable.
Site Facilities / Waste Storage	
PO 30.1 Development is designed to provide storage areas for personal items and specialised equipment such as small electric powered vehicles, including facilities for the recharging of small electric powered vehicles.	DTS/DPF 30.1 None are applicable.
PO 30.2 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 30.2 None are applicable.
PO 30.3 Provision is made for suitable external clothes drying facilities.	DTS/DPF 28.3 None are applicable.
PO 30.4	DTS/DPF 30.4

Provision is made for suitable household waste and recyclable material storage facilities conveniently located and screened from public view.	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.

Table 1 - Private Open Space

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

Design in Urban Areas

Assessment Provisions (AP)

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
DTS/DPF 42.2 None are applicable.	All Development

External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment are integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: (a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces (b) screening rooftop plant and equipment from view (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.
PO 1.5 The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.	DTS/DPF 1.5 None are applicable.
Safety	
PO 2.1 Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is designed to differentiate public, communal and private areas.	DTS/DPF 2.2 None are applicable.
PO 2.3 Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	DTS/DPF 2.3 None are applicable.
PO 2.4 Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	DTS/DPF 2.4 None are applicable.

PO 2.5 Common areas and entry points of buildings (such as the foyer areas of residential buildings) and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.	DTS/DPF 2.5 None are applicable.
Landscaping	
PO 3.1 Soft landscaping and tree planting are incorporated to: (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes.	DTS/DPF 3.1 None are applicable.
Environmental Performance	
PO 4.1 Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.	DTS/DPF 4.1 None are applicable.
PO 4.2 Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	DTS/DPF 4.2 None are applicable.
PO 4.3 Buildings incorporate climate responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3 None are applicable.
Water Sensitive Design	
PO 5.1 Development is sited and designed to maintain natural hydrological systems without negatively impacting: (a) the quantity and quality of surface water and groundwater (b) the depth and directional flow of surface water and groundwater (c) the quality and function of natural springs.	DTS/DPF 5.1 None are applicable.
On-site Waste Treatment Systems	
PO 6.1 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	DTS/DPF 6.1 Effluent disposal drainage areas do not: (a) encroach within an area used as private open space or result in less private open space than that specified in Design in Urban Areas Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in

	Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Car parking appearance	
PO 7.1 Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on streetscapes through techniques such as: (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure.	DTS/DPF 7.1 None are applicable.
PO 7.2 Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	DTS/DPF 7.2 None are applicable.
PO 7.3 Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	DTS/DPF 7.3 None are applicable.
PO 7.4 Street-level vehicle parking areas incorporate tree planting to provide shade, reduce solar heat absorption and reflection.	DTS/DPF 7.4 Vehicle parking areas that are open to the sky and comprise 10 or more car parking spaces include a shade tree with a mature canopy of 4m diameter spaced for each 10 car parking spaces provided and a landscaped strip on any road frontage of a minimum dimension of 1m.
PO 7.5 Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.	DTS/DPF 7.5 Vehicle parking areas comprising 10 or more car parking spaces include soft landscaping with a minimum dimension of: (a) 1m along all public road frontages and allotment boundaries (b) 1m between double rows of car parking spaces.
PO 7.6 Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.	DTS/DPF 7.6 None are applicable.
PO 7.7 Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.	DTS/DPF 7.7 None are applicable.
Earthworks and sloping land	
PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to	DTS/DPF 8.1 Development does not involve any of the following:

natural topography.	(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	DTS/DPF 13.2

<table>
<tr>
<td>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.</td>
<td>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.
<table>
<tr><th>Site area</th><th>Minimum deep soil area</th><th>Minimum dimension</th><th>Tree / deep soil zones</th></tr>
<tr><td><300 m^2</td><td>10 m^2</td><td>1.5m</td><td>1 small tree / 10 m^2</td></tr>
<tr><td>300-1500 m^2</td><td>7% site area</td><td>3m</td><td>1 medium tree / 30 m^2</td></tr>
<tr><td>>1500 m^2</td><td>7% site area</td><td>6m</td><td>1 large or medium tree / 60 m^2</td></tr>
<tr><td colspan="4">Tree size and site area definitions</td></tr>
<tr><td>Small tree</td><td colspan="3">4-6m mature height and 2-4m canopy spread</td></tr>
<tr><td>Medium tree</td><td colspan="3">6-12m mature height and 4-8m canopy spread</td></tr>
<tr><td>Large tree</td><td colspan="3">12m mature height and >8m canopy spread</td></tr>
<tr><td>Site area</td><td colspan="3">The total area for development site, not average area per dwelling</td></tr>
</table>
</td>
</tr>
<tr>
<td>PO 13.3

Deep soil zones with access to natural light are provided to assist in maintaining vegetation health.</td>
<td>DTS/DPF 13.3

None are applicable.</td>
</tr>
<tr>
<td>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.</td>
<td>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.</td>
</tr>
<tr><td colspan="2">Environmental</td></tr>
<tr>
<td>PO 14.1

Development minimises detrimental micro-climatic impacts on adjacent land and buildings.</td>
<td>DTS/DPF 14.1

None are applicable.</td>
</tr>
<tr>
<td>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</td>
<td>DTS/DPF 14.2

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

elsewhere on site), green roofs and photovoltaic cells.	
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	DTS/DPF 17.1 Each dwelling with a frontage to a public street:

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

	adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height or post height not exceeding 3m above natural ground level (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour (k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less: (i) a total area as determined by the following table:

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

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

PO 19.2 Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision, car parking requirements or result in over-development of the site.	DTS/DPF 19.2 Ancillary buildings and structures do not result in: (a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space (b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
PO 19.3 Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.	DTS/DPF 19.3 The pump and/or filtration system is ancillary to a dwelling erected on the same site and is: (a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room

	located on an adjoining allotment.
Residential Development - Low Rise	
External appearance	
PO 20.1 Garaging is designed to not detract from the streetscape or appearance of a dwelling.	DTS/DPF 20.1 Garages and carports facing a street: (a) are situated so that no part of the garage or carport will be in front of any part of the building line of the dwelling (b) are set back at least 5.5m from the boundary of the primary street (c) have a garage door / opening width not exceeding 7m (d) have a garage door / opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.
PO 20.2 Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and the appearance of common driveway areas.	DTS/DPF 20.2 Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the following design features within the building elevation facing any other public road (other than a laneway) or a common driveway: (a) a minimum of 30% of the building wall is set back an additional 300mm from the building line (b) a porch or portico projects at least 1m from the building wall (c) a balcony projects from the building wall (d) a verandah projects at least 1m from the building wall (e) eaves of a minimum 400mm width extend along the width of the front elevation (f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm (g) a minimum of two different materials or finishes are incorporated on the walls of the front building elevation, with a maximum of 80% of the building elevation in a single material or finish.
PO 20.3 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 20.3 None are applicable
Private Open Space	
PO 21.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 21.1 Private open space is provided in accordance with Design in Urban Areas Table 1 - Private Open Space.
PO 21.2	DTS/DPF 21.2

Private open space is positioned to provide convenient access from internal living areas.	Private open space is directly accessible from a habitable room.
Landscaping	
PO 22.1 Soft landscaping is incorporated into development to: (a) minimise heat absorption and reflection (b) contribute shade and shelter (c) provide for stormwater infiltration and biodiversity (d) enhance the appearance of land and streetscapes.	DTS/DPF 22.1 Residential development incorporates soft landscaping with a minimum dimension of 700mm provided in accordance with (a) and (b): (a) a total area as determined by the following table: **Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m^2)** / **Minimum percentage of site** <150 / 10% 150-200 / 15% >200-450 / 20% >450 / 25% (b) at least 30% of any land between the primary street boundary and the primary building line.
Car parking, access and manoeuvrability	
PO 23.1 Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.	DTS/DPF 23.1 Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area): (a) single width car parking spaces: (i) a minimum length of 5.4m per space (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double width car parking spaces (side by side): (i) a minimum length of 5.4m (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space.
PO 23.2 Uncovered car parking space are of dimensions to be functional, accessible and convenient.	DTS/DPF 23.2 Uncovered car parking spaces have: (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.
PO 23.3 Driveways and access points are located and designed to facilitate	DTS/DPF 23.3 Driveways and access points satisfy (a) or (b):

tree planting, 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 from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not steeper than 1-in-4 on average (b) they are aligned relative to the street so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the road boundary. (c) if located so as to provide access from an alley, lane or right of way - the alley, lane or right or way is at least 6.2m wide along the boundary of the allotment / site
PO 23.6 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 23.6 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space

	located between two other parking spaces or to an end obstruction where the parking is indented.
Waste storage	
PO 24.1 Provision is made for the convenient storage of waste bins in a location screened from public view.	DTS/DPF 24.1 Where dwellings abut both side boundaries a waste bin storage area is provided behind the building line of each dwelling that: (a) has a minimum area of $2m^2$ with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
Design of Transportable Buildings	
PO 25.1 The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.	DTS/DPF 25.1 Buildings satisfy (a) or (b): (a) are not transportable (b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.
Residential Development - Medium and High Rise (including serviced apartments)	
Outlook and Visual Privacy	
PO 26.1 Ground level dwellings have a satisfactory short range visual outlook to public, communal or private open space.	DTS/DPF 26.1 Buildings: (a) provide a habitable room at ground or first level with a window facing toward the street (b) limit the height / extent of solid walls or fences facing the street to 1.2m high above the footpath level or, where higher, to 50% of the site frontage.
PO 26.2 The visual privacy of ground level dwellings within multi-level buildings is protected.	DTS/DPF 26.2 The finished floor level of ground level dwellings in multi-storey developments is raised by up to 1.2m.
Private Open Space	
PO 27.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 27.1 Private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space.
Residential amenity in multi-level buildings	
PO 28.1 Residential accommodation within multi-level buildings have habitable rooms, windows and balconies designed and positioned to be separated from those of other dwellings and accommodation to provide visual and acoustic privacy and allow for natural ventilation and the infiltration of daylight into interior and outdoor spaces.	DTS/DPF 28.1 Habitable rooms and balconies of independent dwellings and accommodation are separated by at least 6m from one another where there is a direct line of sight between them and 3m or more from a side or rear property boundary.
PO 28.2	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.
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 (b) conveniently located in proximity to dwellings and the waste collection point.	DTS/DPF 35.3 None are applicable.
PO 35.4 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 35.4 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.

PO 35.5 Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to accommodate the safe and convenient access, egress and movement of waste collection vehicles.	DTS/DPF 35.5 None are applicable.
PO 35.6 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 35.6 None are applicable.
Water sensitive urban design	
PO 36.1 Residential development creating a common driveway / access includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 36.1 None are applicable.
PO 36.2 Residential development creating a common driveway / access includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 36.2 None are applicable.
Supported Accommodation and retirement facilities	
Siting, Configuration and Design	
PO 37.1 Supported accommodation and housing for aged persons and people with disabilities is located where on-site movement of residents is not unduly restricted by the slope of the land.	DTS/DPF 37.1 None are applicable.
PO 37.2 Universal design features are incorporated to provide options for people living with disabilities or limited mobility and / or to facilitate ageing in place.	DTS/DPF 37.2 None are applicable.
Movement and Access	
PO 38.1 Development is designed to support safe and convenient access and movement for residents by providing: (a) ground-level access or lifted access to all units (b) level entry porches, ramps, paths, driveways, passenger loading areas and areas adjacent to footpaths that allow for the passing of wheelchairs and resting places (c) car parks with gradients no steeper than 1-in-40, and of sufficient area to provide for wheelchair manoeuvrability (d) kerb ramps at pedestrian crossing points.	DTS/DPF 38.1 None are applicable.
Communal Open Space	
PO 39.1 Development is designed to provide attractive, convenient and	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	DTS/DPF 40.5

Waste and recyclable material storage areas are located away from dwellings.	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.
PO 42.3	DTS/DPF 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.	None are applicable.
Wash-down and Waste Loading and Unloading	
PO 43.1 Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, plant or equipment are: (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) are designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis.	DTS/DPF 43.1 None are applicable.
Laneway Development	
Infrastructure and Access	
PO 44.1 Development with a primary street comprising a laneway, alley, lane, right of way or similar minor thoroughfare only occurs where: (a) existing utility infrastructure and services are capable of accommodating the development (b) the primary street can support access by emergency and regular service vehicles (such as waste collection) (c) it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems) (d) safety of pedestrians or vehicle movement is maintained (e) any necessary grade transition is accommodated within the site of the development to support an appropriate development intensity and orderly development of land fronting minor thoroughfares.	DTS/DPF 44.1 Development with a primary street frontage that is not an alley, lane, right of way or similar public thoroughfare.

Table 1 - Private Open Space

Dwelling Type	Dwelling / Site Configuration	Minimum Rate

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

Forestry

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting	
PO 1.1 Commercial forestry plantations are established where there is no detrimental effect on the physical environment or scenic quality of	DTS/DPF 1.1 None are applicable.

the rural landscape.	
PO 1.2 Commercial forestry plantations are established on slopes that are stable to minimise the risk of soil erosion.	DTS/DPF 1.2 Commercial forestry plantations are not located on land with a slope exceeding 20% (1-in-5).
PO 1.3 Commercial forestry plantations and operations associated with their establishment, management and harvesting are appropriately set back from any sensitive receiver to minimise fire risk and noise disturbance.	DTS/DPF 1.3 Commercial forestry plantations and operations associated with their establishment, management and harvesting are set back 50m or more from any sensitive receiver.
PO 1.4 Commercial forestry plantations are separated from reserves gazetted under the *National Parks and Wildlife Act 1972* and/or *Wilderness Protection Act 1992* to minimise fire risk and potential for weed infestation.	DTS/DPF 1.4 Commercial forestry plantations and operations associated with their establishment, management and harvesting are set back 50m or more from a reserve gazetted under the *National Parks and Wildlife Act 1972* and/or *Wilderness Protection Act 1992*.
Water Protection	
PO 2.1 Commercial forestry plantations incorporate artificial drainage lines (i.e. culverts, runoffs and constructed drains) integrated with natural drainage lines to minimise concentrated water flows onto or from plantation areas.	DTS/DPF 2.1 None are applicable.
PO 2.2 Appropriate siting, layout and design measures are adopted to minimise the impact of commercial forestry plantations on surface water resources.	DTS/DPF 2.2 Commercial forestry plantations: (a) do not involve cultivation (excluding spot cultivation) in drainage lines (b) are set back 20m or more from the banks of any major watercourse (a third order or higher watercourse), lake, reservoir, wetland or sinkhole (with direct connection to an aquifer) (c) are set back 10m or more from the banks of any first or second order watercourse or sinkhole (with no direct connection to an aquifer).
Fire Management	
PO 3.1 Commercial forestry plantations incorporate appropriate firebreaks and fire management design elements.	DTS/DPF 3.1 Commercial forestry plantations provide: (a) 7m or more wide external boundary firebreaks for plantations of 40ha or less (b) 10m or more wide external boundary firebreaks for plantations of between 40ha and 100ha (c) 20m or more wide external boundary firebreaks, or 10m with an additional 10m or more of fuel-reduced plantation, for plantations of 100ha or greater.
PO 3.2 Commercial forestry plantations incorporate appropriate fire management access tracks.	DTS/DPF 3.2 Commercial forestry plantation fire management access tracks: (a) are incorporated within all firebreaks (b) are 7m or more wide with a vertical clearance of 4m or

	more (c) are aligned to provide straight through access at junctions, or if they are a no through access track are appropriately signposted and provide suitable turnaround areas for fire-fighting vehicles (d) partition the plantation into units of 40ha or less in area.
Power-line Clearances	
PO 4.1 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)

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

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

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

Land Use and Intensity	
PO 1.1 Residential development provides a range of housing choices.	DTS/DPF 1.1 Development comprises one or more of the following: (a) detached dwellings (b) semi-detached dwellings (c) row dwellings (d) group dwellings (e) residential flat buildings.
PO 1.2 Medium-density housing options or higher are located in close proximity to public transit, open space and/or activity centres.	DTS/DPF 1.2 None are applicable.
Building Height	
PO 2.1 Buildings generally do not exceed 3 building levels unless in locations close to public transport, centres and/or open space.	DTS/DPF 2.1 Building height (excluding garages, carports and outbuildings) does not exceed 3 building levels and 12m and wall height does not exceed 9m (not including a gable end).
PO 2.2 Medium or high rise residential flat buildings located within or at the interface with zones which restrict heights to a maximum of 2 building levels transition down in scale and height towards the boundary of that zone, other than where it is a street boundary.	DTS/DPF 2.2 None are applicable.
Primary Street Setback	
PO 3.1 Buildings are set back from the primary street boundary to contribute to an attractive streetscape character.	DTS/DPF 3.1 Buildings are no closer to the primary street (excluding any balcony, verandah, porch, awning or similar structure) than 3m.
Secondary Street Setback	
PO 4.1 Buildings are set back from secondary street boundaries to maintain separation between building walls and public streets and contribute to a suburban streetscape character.	DTS/DPF 4.1 Buildings are set back at least 900mm from the boundary of the allotment with a secondary street frontage.
Boundary Walls	
PO 5.1 Boundary walls are limited in height and length to manage visual impacts and access to natural light and ventilation.	DTS/DPF 5.1 Except where the dwelling is located on a central site within a row dwelling or terrace arrangement, dwellings with side boundary walls are sited on only one side boundary and satisfy (a) or (b): (a) adjoin or abut a boundary wall of a building on adjoining land for the same length and height (b) do not: (i) exceed 3.2m in height from the lower of the natural or finished ground level (ii) exceed 11.5m in length (iii) when combined with other walls on the boundary of the subject development site, a maximum 45%

	of the length of the boundary (iv) encroach within 3 metres of any other existing or proposed boundary walls on the subject land.
PO 5.2 Dwellings in a semi-detached, row or terrace arrangement maintain space between buildings consistent with a suburban streetscape character.	DTS/DPF 5.2 Dwellings in a semi-detached or row arrangement are set back 900mm or more from side boundaries shared with allotments outside the development site, except for a carport or garage.
Side Boundary Setback	
PO 6.1 Buildings are set back from side boundaries to provide: (a) separation between dwellings in a way that contributes to a suburban character (b) access to natural light and ventilation for neighbours.	DTS/DPF 6.1 Other than walls located on a side boundary, buildings are set back from side boundaries: (a) at least 900mm where the wall height is up to 3m (b) other than for a wall facing a southern side boundary, at least 900mm plus 1/3 of the wall height above 3m (c) at least 1.9m plus 1/3 of the wall height above 3m for walls facing a southern side boundary.
Rear Boundary Setback	
PO 7.1 Buildings are set back from rear boundaries to provide: (a) separation between dwellings in a way that contributes to a suburban character (b) access to natural light and ventilation for neighbours (c) private open space (d) space for landscaping and vegetation.	DTS/DPF 7.1 Dwellings are set back from the rear boundary: (a) 3m or more for the first building level (b) 5m or more for any subsequent building level.
Buildings elevation design	
PO 8.1 Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and common driveway areas.	DTS/DPF 8.1 Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the following design features within the building elevation facing any other public road (other than a laneway) or a common driveway: (a) a minimum of 30% of the building elevation is set back an additional 300mm from the building line (b) a porch or portico projects at least 1m from the building elevation (c) a balcony projects from the building elevation (d) a verandah projects at least 1m from the building elevation (e) eaves of a minimum 400mm width extend along the width of the front elevation (f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm. (g) a minimum of two different materials or finishes are incorporated on the walls of the building elevation, with a maximum of 80% of the building elevation in a single material or finish.
PO 8.2	DTS/DPF 8.2

Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	Each dwelling with a frontage to a public street: (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least $2m^2$ facing the primary street
PO 8.3 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 8.3 None are applicable.
PO 8.4 Built form considers local context and provides a quality design response through scale, massing, materials, colours and architectural expression.	DTS/DPF 8.4 None are applicable.
PO 8.5 Entrances to multi-storey buildings are: (a) oriented towards the street (b) visible and easily identifiable from the street (c) designed to include a common mail box structure.	DTS/DPF 8.5 None are applicable.
Outlook and amenity	
PO 9.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.	DTS/DPF 9.1 A living room of a dwelling incorporates a window with an external outlook towards the street frontage or private open space.
PO 9.2 Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.	DTS/DPF 9.2 None are applicable.
Private Open Space	
PO 10.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 10.1 Private open space is provided in accordance with the following table:

Dwelling Type	Dwelling / Site Configuration	Minimum Rate
Dwelling (at ground level)		Total area: $24m^2$ located behind the building line Minimum adjacent to a living room: $16m^2$ with a minimum dimension 3m

	Dwelling (above ground level)	Studio	4m^2 / minimum dimension 1.8m
		One bedroom dwelling	8m^2 / minimum dimension 2.1m
		Two bedroom dwelling	11m^2 / minimum dimension 2.4m
		Three + bedroom dwelling	15 m^2 / minimum dimension 2.6m

PO 10.2 Private open space positioned to provide convenient access from internal living areas.	DTS/DPF 10.2 At least 50% of the required area of private open space is accessible from a habitable room.
PO 10.3 Private open space is positioned and designed to: (a) provide useable outdoor space that suits the needs of occupants; (b) take advantage of desirable orientation and vistas; and (c) adequately define public and private space.	DTS/DPF 10.3 None are applicable.
Visual privacy	
PO 11.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses.	DTS/DPF 11.1 Upper level windows facing side or rear boundaries shared with another residential allotment/site satisfy one of the following: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 200mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5m above the finished floor.
PO 11.2 Development mitigates direct overlooking from upper level balconies and terraces to habitable rooms and private open space of adjoining residential uses.	DTS/DPF 11.2 One of the following is satisfied: (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases

Landscaping	
PO 12.1 Soft landscaping is incorporated into development to: (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration and biodiversity (d) enhance the appearance of land and streetscapes.	DTS/DPF 12.1 Residential development incorporates pervious areas for soft landscaping with a minimum dimension of 700mm provided in accordance with (a) and (b): (a) a total area as determined by the following table: Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m^2) — Minimum percentage of site <150 — 10% <200 — 15% 200-450 — 20% >450 — 25% (b) at least 30% of land between the road boundary and the building line.
Water Sensitive Design	
PO 13.1 Residential development is designed to capture and use stormwater to: (a) maximise efficient use of water resources (b) manage peak stormwater runoff flows and volume to ensure the carrying capacities of downstream systems are not overloaded (c) manage runoff quality to maintain, as close as practical, pre-development conditions.	DTS/DPF 13.1 None are applicable.
Car Parking	
PO 14.1 On-site car parking is provided to meet the anticipated demand of residents, with less on-site parking in areas in close proximity to public transport.	DTS/DPF 14.1 On-site car parking is provided at the following rates per dwelling: (a) 2 or fewer bedrooms - 1 car parking space (b) 3 or more bedrooms - 2 car parking spaces.
PO 14.2 Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.	DTS/DPF 14.2 Residential parking spaces enclosed by fencing, walls or other obstructions with the following internal dimensions (separate from any waste storage area): (a) single parking spaces: (i) a minimum length of 5.4m (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double parking spaces (side by side): (i) a minimum length of 5.4m (ii) a minimum width of 5.5m (iii) minimum garage door width of 2.4m per space.

PO 14.3 Uncovered car parking spaces are of dimensions to be functional, accessible and convenient.	DTS/DPF 14.3 Uncovered car parking spaces have: (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.
PO 14.4 Residential flat buildings and group dwelling developments provide sufficient on-site visitor car parking to cater for anticipated demand.	DTS/DPF 14.4 Visitor car parking for group and residential flat buildings incorporating 4 or more dwellings is provided on-site at a minimum ratio of 0.25 car parking spaces per dwelling.
PO 14.5 Residential flat buildings provide dedicated areas for bicycle parking.	DTS/DPF 14.5 Residential flat buildings provide one bicycle parking space per dwelling.
Overshadowing	
PO 15.1 Development minimises overshadowing of the private open spaces of adjoining land by ensuring that ground level open space associated with residential buildings receive direct sunlight for a minimum of 2 hours between 9am and 3pm on 21 June.	DTS/DPF 15.1 None are applicable.
Waste	
PO 16.1 Provision is made for the convenient storage of waste bins in a location screened from public view.	DTS/DPF 16.1 A waste bin storage area is provided behind the primary building line that: (a) has a minimum area of $2m^2$ with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space).; and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
PO 16.2 Residential flat buildings provide a dedicated area for the on-site storage of waste which is: (a) easily and safely accessible for residents and for collection vehicles (b) screened from adjoining land and public roads (c) of sufficient dimensions to be able to accommodate the waste storage needs of the development considering the intensity and nature of the development and the frequency of collection.	DTS/DPF 16.2 None are applicable.
Vehicle Access	
PO 17.1 Driveways are located and designed to facilitate safe access and egress while maximising land available for street tree planting, landscaped street frontages and on-street parking.	DTS/DPF 17.1 None are applicable.

PO 17.2 Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	DTS/DPF 17.2 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 17.3 Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	DTS/DPF 17.3 Driveways are designed and sited so that: (a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not more than 1-in-4 on average (b) they are aligned relative to the street so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the road boundary. (c) if located so as to provide access from an alley, lane or right of way - the alley, lane or right or way is at least 6.2m wide along the boundary of the allotment / site.
PO 17.4 Driveways and access points are designed and distributed to optimise the provision of on-street parking.	DTS/DPF 17.4 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: 1. minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) 2. Minimum car park length of 5.4m where a vehicle can enter or exit a space directly 3. minimum car park length of 6m for an intermediate space located between two other parking spaces.
PO 17.5 Residential driveways that service more than one dwelling of a dimension to allow safe and convenient movement.	DTS/DPF 17.5 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space

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

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

Infrastructure and Renewable Energy Facilities

Assessment Provisions (AP)

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

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

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

PO 1.1 Development is located and designed to minimise hazard or nuisance to adjacent development and land uses.	DTS/DPF 1.1 None are applicable.
Visual Amenity	
PO 2.1 The visual impact of above-ground infrastructure networks and services (excluding high voltage transmission lines), renewable energy facilities (excluding wind farms), energy storage facilities and ancillary development is minimised from townships, scenic routes and public roads by: (a) utilising features of the natural landscape to obscure views where practicable (b) siting development below ridgelines where practicable (c) avoiding visually sensitive and significant landscapes (d) using materials and finishes with low-reflectivity and colours that complement the surroundings (e) using existing vegetation to screen buildings (f) incorporating landscaping or landscaped mounding around the perimeter of a site and between adjacent allotments accommodating or zoned to primarily accommodate sensitive receivers.	DTS/DPF 2.1 None are applicable.
PO 2.2 Pumping stations, battery storage facilities, maintenance sheds and other ancillary structures incorporate vegetation buffers to reduce adverse visual impacts on adjacent land.	DTS/DPF 2.2 None are applicable.
PO 2.3 Surfaces exposed by earthworks associated with the installation of storage facilities, pipework, penstock, substations and other ancillary plant are reinstated and revegetated to reduce adverse visual impacts on adjacent land.	DTS/DPF 2.3 None are applicable.
Rehabilitation	
PO 3.1 Progressive rehabilitation (incorporating revegetation) of disturbed areas, ahead of or upon decommissioning of areas used for renewable energy facilities and transmission corridors.	DTS/DPF 3.1 None are applicable.
Hazard Management	
PO 4.1 Infrastructure and renewable energy facilities and ancillary development located and operated to not adversely impact maritime or air transport safety, including the operation of ports, airfields and landing strips.	DTS/DPF 4.1 None are applicable.

PO 4.2 Facilities for energy generation, power storage and transmission are separated as far as practicable from dwellings, tourist accommodation and frequently visited public places (such as viewing platforms / lookouts) to reduce risks to public safety from fire or equipment malfunction.	DTS/DPF 4.2 None are applicable.
PO 4.3 Bushfire hazard risk is minimised for renewable energy facilities by providing appropriate access tracks, safety equipment and water tanks and establishing cleared areas around substations, battery storage and operations compounds.	DTS/DPF 4.3 None are applicable.
Electricity Infrastructure and Battery Storage Facilities	
PO 5.1 Electricity infrastructure is located to minimise visual impacts through techniques including: (a) siting utilities and services: (i) on areas already cleared of native vegetation (ii) where there is minimal interference or disturbance to existing native vegetation or biodiversity (b) grouping utility buildings and structures with non-residential development, where practicable.	DTS/DPF 5.1 None are applicable.
PO 5.2 Electricity supply (excluding transmission lines) serving new development in urban areas and townships installed underground, excluding lines having a capacity exceeding or equal to 33kV.	DTS/DPF 5.2 None are applicable.
PO 5.3 Battery storage facilities are co-located with substation infrastructure where practicable to minimise the development footprint and reduce environmental impacts.	DTS/DPF 5.3 None are applicable.
Telecommunication Facilities	
PO 6.1 The proliferation of telecommunications facilities in the form of towers/monopoles in any one locality is managed, where technically feasible, by co-locating a facility with other communications facilities to mitigate impacts from clutter on visual amenity.	DTS/DPF 6.1 None are applicable.
PO 6.2 Telecommunications antennae are located as close as practicable to support structures to manage overall bulk and mitigate impacts on visual amenity.	DTS/DPF 6.2 None are applicable.

PO 6.3 Telecommunications facilities, particularly towers/monopoles, are located and sized to mitigate visual impacts by the following methods: (a) where technically feasible, incorporating the facility within an existing structure that may serve another purpose or all of the following: (b) using existing buildings and landscape features to obscure or interrupt views of a facility from nearby public roads, residential areas and places of high public amenity to the extent practical without unduly hindering the effective provision of telecommunications services (c) using materials and finishes that complement the environment (d) screening using landscaping and vegetation, particularly for equipment shelters and 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	DTS/DPF 8.3

Wind turbine generators and ancillary development minimise potential for bird and bat strike.	None are applicable.
PO 8.4 Wind turbine generators incorporate recognition systems or physical markers to minimise the risk to aircraft operations.	DTS/DPF 8.4 No Commonwealth air safety (CASA / ASA) or Defence requirement is applicable.
PO 8.5 Meteorological masts and guidewires are identifiable to aircraft through the use of colour bands, marker balls, high visibility sleeves or flashing strobes.	DTS/DPF 8.5 None are applicable.
Renewable Energy Facilities (Solar Power)	
PO 9.1 Ground mounted solar power facilities generating 5MW or more are not located on land requiring the clearance of areas of intact native vegetation or on land of high environmental, scenic or cultural value.	DTS/DPF 9.1 None are applicable.
PO 9.2 Ground mounted solar power facilities allow for movement of wildlife by: (a) incorporating wildlife corridors and habitat refuges (b) avoiding the use of extensive security or perimeter fencing or incorporating fencing that enables the passage of small animals without unreasonably compromising the security of the facility.	DTS/DPF 9.2 None are applicable.
PO 9.3 Amenity impacts of solar power facilities are minimised through separation from conservation areas and sensitive receivers in other ownership.	DTS/DPF 9.3 Ground mounted solar power facilities are set back from land boundaries, conservation areas and relevant zones in accordance with the following criteria:

Generation Capacity	Approximate size of array	Setback from adjoining land boundary	Setback from conservation areas	Setback from Township, Rural Settlement, Rural Neighbourhood and Rural Living Zones[1]
50MW>	80ha+	30m	500m	2km
10MW<50MW	16ha-<80ha	25m	500m	1.5km
5MW<10MW	8ha to <16ha	20m	500m	1km
1MW<5MW	1.6ha to	15m	500m	500m

	<8ha			
100kW<1MW	0.5ha<1.6ha	10m	500m	100m
<100kW	<0.5ha	5m	500m	25m

Notes:

1. Does not apply when the site of the proposed ground mounted solar power facility is located within one of these zones.

PO 9.4 Ground mounted solar power facilities incorporate landscaping within setbacks from adjacent road frontages and boundaries of adjacent allotments accommodating non-host dwellings, where balanced with infrastructure access and bushfire safety considerations.	DTS/DPF 9.4 None are applicable.
Hydropower / Pumped Hydropower Facilities	
PO 10.1 Hydropower / pumped hydropower facility storage is designed and operated to minimise the risk of storage dam failure.	DTS/DPF 10.1 None are applicable.
PO 10.2 Hydropower / pumped hydropower facility storage is designed and operated to minimise water loss through increased evaporation or system leakage, with the incorporation of appropriate liners, dam covers, operational measures or detection systems.	DTS/DPF 10.2 None are applicable.
PO 10.3 Hydropower / pumped hydropower facilities on existing or former mine sites minimise environmental impacts from site contamination, including from mine operations or water sources subject to such processes, now or in the future.	DTS/DPF 10.3 None are applicable.
Water Supply	
PO 11.1 Development is connected to an appropriate water supply to meet the ongoing requirements of the intended use.	DTS/DPF 11.1 Development is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the on-going requirements of the development.
PO 11.2 Dwellings are connected to a reticulated water scheme or mains water supply with the capacity to meet the requirements of the intended use. Where this is not available an appropriate rainwater tank or storage system for domestic use is provided.	DTS/DPF 11.2 A dwelling is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the requirements of the development. Where this is not available it is serviced by a rainwater tank or tanks capable of holding at least 50,000 litres of water which is: (a) exclusively for domestic use (b) connected to the roof drainage system of the dwelling.

Wastewater Services	
PO 12.1 Development is connected to an approved common wastewater disposal service with the capacity to meet the requirements of the intended use. Where this is not 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 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	DTS/DPF 3.1 Intensive animal husbandry operations are set back:

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

Interface between Land Uses

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General Land Use Compatibility	
PO 1.1 Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.	DTS/DPF 1.2 None are applicable.
Hours of Operation	
PO 2.1	DTS/DPF 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.	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:	DTS/DPF 3.3 None are applicable.

(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.	
PO 3.4 Development that incorporates moving parts, including windmills and wind farms, are located and operated to not cause unreasonable nuisance to nearby dwellings and tourist accommodation caused by shadow flicker.	DTS/DPF 3.4 None are applicable.
Activities Generating Noise or Vibration	
PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.
PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including: (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.	DTS/DPF 4.2 None are applicable.
PO 4.3 Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa are positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.3 The pump and/or filtration system ancillary to a dwelling erected on the same site is: (a) enclosed in a solid acoustic structure located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
PO 4.4 External noise into bedrooms is minimised by separating or shielding these rooms from service equipment areas and fixed noise sources located on the same or an adjoining allotment.	DTS/DPF 4.4 Adjacent land is used for residential purposes.
PO 4.5	DTS/DPF 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).	None are applicable.
PO 4.6 Development incorporating music achieves suitable acoustic amenity when measured at the boundary of an adjacent sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers.	DTS/DPF 4.6 Development incorporating music includes noise attenuation measures that will achieve the following noise levels: **Assessment location** / **Music noise level** Externally at the nearest existing or envisaged noise sensitive location / Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum (LOCT10,15 < LOCT90,15 + 8dB)
Air Quality	
PO 5.1 Development with the potential to emit harmful or nuisance-generating air pollution incorporates air pollution control measures to prevent harm to human health or unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) within the locality and zones primarily intended to accommodate sensitive receivers.	DTS/DPF 5.1 None are applicable.
PO 5.2 Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by: (a) incorporating appropriate treatment technology before exhaust emissions are released (b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.	DTS/DPF 5.2 None are applicable.
Light Spill	
PO 6.1 External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 6.1 None are applicable.
PO 6.2 External lighting is not hazardous to motorists and cyclists.	DTS/DPF 6.2 None are applicable.
Solar Reflectivity / Glare	
PO 7.1 Development is designed and comprised of materials and finishes that do not unreasonably cause a distraction to adjacent road users and pedestrian areas or unreasonably cause heat loading and micro-climatic impacts on adjacent buildings and land uses as a result of reflective solar glare.	DTS/DPF 7.1 None are applicable.

Electrical Interference	
PO 8.1 Development in rural and remote areas does not unreasonably diminish or result in the loss of existing communication services due to electrical interference.	DTS/DPF 8.1 The building or structure: (a) is no greater than 10m in height, measured from existing ground level or (b) is not within a line of sight between a fixed transmitter and fixed receiver (antenna) other than where an alternative service is available via a different fixed transmitter or cable.
Interface with Rural Activities	
PO 9.1 Sensitive receivers are located and designed to mitigate impacts from lawfully existing horticultural and farming activities (or lawfully approved horticultural and farming activities), including spray drift and noise and do not prejudice the continued operation of these activities.	DTS/DPF 9.1 None are applicable.
PO 9.2 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing intensive animal husbandry activities and do not prejudice the continued operation of these activities.	DTS/DPF 9.2 None are applicable.
PO 9.3 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing land-based aquaculture activities and do not prejudice the continued operation of these activities.	DTS/DPF 9.3 Sensitive receivers are located at least 200m from the boundary of a site used for land-based aquaculture and associated components in other ownership.
PO 9.4 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing dairies including associated wastewater lagoons and liquid/solid waste storage and disposal facilities and do not prejudice the continued operation of these activities.	DTS/DPF 9.4 Sensitive receivers are sited at least 500m from the boundary of a site used for a dairy and associated wastewater lagoon(s) and liquid/solid waste storage and disposal facilities in other ownership.
PO 9.5 Sensitive receivers are located and designed to mitigate the potential impacts from lawfully existing facilities used for the handling, transportation and storage of bulk commodities (recognising the potential for extended hours of operation) and do not prejudice the continued operation of these activities.	DTS/DPF 9.5 Sensitive receivers are located away from the boundary of a site used for the handling, transportation and/or storage of bulk commodities in other ownership in accordance with the following: (a) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility (b) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals at a wharf or wharf side facility (including sea-port grain terminals) where the handling of these materials into or from vessels does not exceed 100 tonnes per day (c) 500m or more, where it involves the storage of bulk petroleum in individual containers with a capacity up to 200 litres and a total on-site storage capacity not exceeding 1000 cubic metres (d) 500m or more, where it involves the handling of coal with a

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

Land Division

Assessment Provisions (AP)

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All land division	
Allotment configuration	
PO 1.1	DTS/DPF 1.1

Land division creates allotments suitable for their intended use.	Division of land satisfies (a) or (b): (a) reflects the site boundaries illustrated and approved in an operative or existing development authorisation for residential development under the *Development Act 1993* or *Planning, Development and Infrastructure Act 2016* where the allotments are used or are proposed to be used solely for residential purposes (b) is proposed as part of a combined land division application with deemed-to-satisfy dwellings on the proposed allotments.
PO 1.2 Land division considers the physical characteristics of the land, preservation of environmental and cultural features of value and the prevailing context of the locality.	DTS/DPF 1.2 None are applicable.
Design and Layout	
PO 2.1 Land division results in a pattern of development that minimises the likelihood of future earthworks and retaining walls.	DTS/DPF 2.1 None are applicable.
PO 2.2 Land division enables the appropriate management of interface impacts between potentially conflicting land uses and/or zones.	DTS/DPF 2.2 None are applicable.
PO 2.3 Land division maximises the number of allotments that face public open space and public streets.	DTS/DPF 2.3 None are applicable.
PO 2.4 Land division is integrated with site features, adjacent land uses, the existing transport network and available infrastructure.	DTS/DPF 2.4 None are applicable.
PO 2.5 Development and infrastructure is provided and staged in a manner that supports an orderly and economic provision of land, infrastructure and services.	DTS/DPF 2.5 None are applicable.
PO 2.6 Land division results in watercourses being retained within open space and development taking place on land not subject to flooding.	DTS/DPF 2.6 None are applicable.
PO 2.7 Land division results in legible street patterns connected to the surrounding street network.	DTS/DPF 2.7 None are applicable.
PO 2.8 Land division is designed to preserve existing vegetation of value including native vegetation and regulated and significant trees.	DTS/DPF 2.8 None are applicable.
Roads and Access	
PO 3.1	DTS/DPF 3.1

Land division provides allotments with access to an all-weather public road.	None are applicable.
PO 3.2 Street patterns and intersections are designed to enable the safe and efficient movement of pedestrian, cycle and vehicular traffic.	DTS/DPF 3.2 None are applicable.
PO 3.3 Land division does not impede access to publicly owned open space and/or recreation facilities.	DTS/DPF 3.3 None are applicable.
PO 3.4 Road reserves provide for safe and convenient movement and parking of projected volumes of vehicles and allow for the efficient movement of service and emergency vehicles.	DTS/DPF 3.4 None are applicable.
PO 3.5 Road reserves are designed to accommodate pedestrian and cycling infrastructure, street tree planting, landscaping and street furniture.	DTS/DPF 3.5 None are applicable.
PO 3.6 Road reserves accommodate stormwater drainage and public utilities.	DTS/DPF 3.6 None are applicable.
PO 3.7 Road reserves provide unobstructed vehicular access and egress to and from individual allotments and sites.	DTS/DPF 3.7 None are applicable.
PO 3.8 Street patterns and intersections are designed to enable the safe and efficient movement of pedestrian, cycle and vehicular traffic.	DTS/DPF 3.8 None are applicable.
PO 3.9 Roads, open space and thoroughfares provide safe and convenient linkages to the surrounding open space and transport network.	DTS/DPF 3.9 None are applicable.
PO 3.10 Public streets are designed to enable tree planting to provide shade and enhance the amenity of streetscapes.	DTS/DPF 3.10 None are applicable.
PO 3.11 Local streets are designed to create low-speed environments that are safe for cyclists and pedestrians.	DTS/DPF 3.11 None are applicable.
Infrastructure	
PO 4.1 Land division incorporates public utility services within road reserves or dedicated easements.	DTS/DPF 4.1 None are applicable.
PO 4.2	DTS/DPF 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.	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	DTS/DPF 7.2 None are applicable.

the development does not increase the peak flows in downstream systems.	
Battle-Axe Development	
PO 8.1 Battle-axe development appropriately responds to the existing neighbourhood context.	DTS/DPF 8.1 Allotments are not in the form of a battle-axe arrangement.
PO 8.2 Battle-axe development designed to allow safe and convenient movement.	DTS/DPF 8.2 The handle of a battle-axe development: (a) has a minimum width of 4m or (b) where more than 3 allotments are proposed, a minimum width of 5.5m.
PO 8.3 Battle-axe allotments and/or common land are of a suitable size and dimension to allow passenger vehicles to enter and exit and manoeuvre within the site in a safe and convenient manner.	DTS/DPF 8.3 Battle-axe development allows a B85 passenger vehicle to enter and exit parking spaces in no more than a three-point turn manoeuvre.
PO 8.4 Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.	DTS/DPF 8.4 Battle-axe or common driveways satisfy (a) and (b): (a) are constructed of a minimum of 50% permeable or porous material (b) where the driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the driveway and site boundary (excluding along the perimeter of a passing point).
Major Land Division (20+ Allotments)	
Open Space	
PO 9.1 Land division allocates or retains evenly distributed, high quality areas of open space to improve residential amenity and provide urban heat amelioration.	DTS/DPF 9.1 None are applicable.
PO 9.2 Land allocated for open space is suitable for its intended active and passive recreational use considering gradient and potential for inundation.	DTS/DPF 9.2 None are applicable.
PO 9.3 Land allocated for active recreation has dimensions capable of accommodating a range of active recreational activities.	DTS/DPF 9.3 None are applicable.
Water Sensitive Design	
PO 10.1 Land division creating 20 or more residential allotments includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 10.1 None are applicable.

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

Marinas and On-Water Structures

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Navigation and Safety	
PO 1.1 Safe public access is provided or maintained to the waterfront, public infrastructure and recreation areas.	DTS/DPF 1.1 None are applicable.
PO 1.2 The operation of wharves is not impaired by marinas and on-water structures.	DTS/DPF 1.2 None are applicable.
PO 1.3	DTS/DPF 1.3

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

Open Space and Recreation

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Recreation facilities are compatible with surrounding land uses and activities.	DTS/DPF 1.1 None are applicable.

PO 1.2 Open space areas include natural or landscaped areas using locally indigenous plant species and large trees.	DTS/DPF 1.2 None are applicable.
Design and Siting	
PO 2.1 Open space and recreation facilities address adjacent public roads to optimise pedestrian access and visibility.	DTS/DPF 2.1 None are applicable.
PO 2.2 Open space and recreation facilities incorporate park furniture, shaded areas and resting places.	DTS/DPF 2.2 None are applicable.
PO 2.3 Open space and recreation facilities link habitats, wildlife corridors and existing open spaces and recreation facilities.	DTS/DPF 2.3 None are applicable.
Pedestrians and Cyclists	
PO 3.1 Open space incorporates: (a) pedestrian and cycle linkages to other open spaces, centres, schools and public transport nodes; (b) safe crossing points where pedestrian routes intersect the road network; (c) easily identified access points.	DTS/DPF 3.1 None are applicable.
Usability	
PO 4.1 Land allocated for open space is suitable for its intended active and passive recreational use taking into consideration its gradient and potential for inundation.	DTS/DPF 4.1 None are applicable.
Safety and Security	
PO 5.1 Open space is overlooked by housing, commercial or other development to provide casual surveillance where possible.	DTS/DPF 5.1 None are applicable.
PO 5.2 Play equipment is located to maximise opportunities for passive surveillance.	DTS/DPF 5.2 None are applicable.
PO 5.3 Landscaping provided in open space and recreation facilities maximises opportunities for casual surveillance throughout the park.	DTS/DPF 5.3 None are applicable.
PO 5.4 Fenced parks and playgrounds have more than one entrance or exit to minimise potential entrapment.	DTS/DPF 5.4 None are applicable.
PO 5.5 Adequate lighting is provided around toilets, telephones, seating,	DTS/DPF 5.5 None are applicable.

litter bins, bicycle storage, car parks and other such facilities.	
PO 5.6 Pedestrian and bicycle movement after dark is focused along clearly defined, adequately lit routes with observable entries and exits.	DTS/DPF 5.6 None are applicable.
Signage	
PO 6.1 Signage is provided at entrances to and within the open space and recreation facilities to provide clear orientation to major points of interest such as the location of public toilets, telephones, safe routes, park activities and the like.	DTS/DPF 6.1 None are applicable.
Buildings and Structures	
PO 7.1 Buildings and car parking areas in open space areas are designed, located and of a scale to be unobtrusive.	DTS/DPF 7.1 None are applicable.
PO 7.2 Buildings and structures in open space areas are clustered where practical to ensure that the majority of the site remains open.	DTS/DPF 7.2 None are applicable.
PO 7.3 Development in open space is constructed to minimise the extent of impervious surfaces.	DTS/DPF 7.3 None are applicable.
PO 7.4 Development that abuts or includes a coastal reserve or Crown land used for scenic, conservation or recreational purposes is located and designed to have regard to the purpose, management and amenity of the reserve.	DTS/DPF 7.4 None are applicable.
Landscaping	
PO 8.1 Open space and recreation facilities provide for the planting and retention of large trees and vegetation.	DTS/DPF 8.1 None are applicable.
PO 8.2 Landscaping in open space and recreation facilities provides shade and windbreaks: (a) along cyclist and pedestrian routes; (b) around picnic and barbecue areas; (c) in car parking areas.	DTS/DPF 8.2 None are applicable.
PO 8.3 Landscaping in open space facilitates habitat for local fauna and facilitates biodiversity.	DTS/DPF 8.3 None are applicable.
PO 8.4	DTS/DPF 8.4

with local rainfall run-off, where practicable.	

Out of Activity Centre Development

Assessment Provisions (AP)

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

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

Resource Extraction

Assessment Provisions (AP)

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

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

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

Site Contamination

Assessment Provisions (AP)

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Ensure land is suitable for use when land use changes to a more	DTS/DPF 1.1 Development satisfies (a), (b), (c) or (d):

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

Tourism Development

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance

	Feature
General	
PO 1.1 Tourism development complements and contributes to local, natural, cultural or historical context where: (a) it supports immersive natural experiences (b) it showcases South Australia's landscapes and produce (c) its events and functions are connected to local food, wine and nature.	DTS/DPF 1.1 None are applicable.
PO 1.2 Tourism development comprising multiple accommodation units (including any facilities and activities for use by guests and visitors) is clustered to minimise environmental and contextual impact.	DTS/DPF 1.2 None are applicable.
Caravan and Tourist Parks	
PO 2.1 Potential conflicts between long-term residents and short-term tourists are minimised through suitable siting and design measures.	DTS/DPF 2.1 None are applicable.
PO 2.2 Occupants are provided privacy and amenity through landscaping and fencing.	DTS/DPF 2.2 None are applicable.
PO 2.3 Communal open space and centrally located recreation facilities are provided for guests and visitors.	DTS/DPF 2.3 12.5% or more of a caravan park comprises clearly defined communal open space, landscaped areas and areas for recreation.
PO 2.4 Perimeter landscaping is used to enhance the amenity of the locality.	DTS/DPF 2.4 None are applicable.
PO 2.5 Amenity blocks (showers, toilets, laundry and kitchen facilities) 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	DTS/DPF 3.2 None are applicable

subservient to the natural environment and where adverse impacts on natural features, landscapes, habitats and cultural assets are avoided.	
PO 3.3 Tourist accommodation and recreational facilities, including associated access ways and ancillary structures, are located on cleared (other than where cleared as a result of bushfire) or degraded areas or where environmental improvements can be achieved.	DTS/DPF 3.3 None are applicable.
PO 3.4 Tourist accommodation is designed to prevent conversion to private dwellings through: (a) comprising a minimum of 10 accommodation units (b) clustering separated individual accommodation units (c) being of a size unsuitable for a private dwelling (d) ensuring functional areas that are generally associated with a private dwelling such as kitchens and laundries are excluded from, or physically separated from individual accommodation units, or are of a size unsuitable for a private dwelling.	DTS/DPF 3.4 None are applicable.

Transport, Access and Parking

Assessment Provisions (AP)

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

Performance 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	DTS/DPF 1.2 None are applicable

vehicle movements through residential streets and adjacent other sensitive receivers.	
PO 1.3 Industrial, commercial and service vehicle movements, loading areas and designated parking spaces are separated from passenger vehicle car parking areas to ensure efficient and safe movement and minimise potential conflict.	DTS/DPF 1.3 None are applicable.
PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	DTS/DPF 1.4 All vehicle manoeuvring occurs onsite.
Sightlines	
PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.	DTS/DPF 2.1 None are applicable.
PO 2.2 Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.	DTS/DPF 2.2 None are applicable.
Vehicle Access	
PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.	DTS/DPF 3.1 The access is: (a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or (b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.
PO 3.2 Development incorporating vehicular access ramps ensures vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.	DTS/DPF 3.2 None are applicable.
PO 3.3 Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.	DTS/DPF 3.3 None are applicable.
PO 3.4 Access points are sited and designed to minimise any adverse impacts on neighbouring properties.	DTS/DPF 3.4 None are applicable.
PO 3.5	DTS/DPF 3.5

Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.	Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 3.6 Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).	DTS/DPF 3.6 Driveways and access points: (a) for sites with a frontage to a public road of 20m or less, one access point no greater than 3.5m in width is provided (b) for sites with a frontage to a public road greater than 20m: (i) a single access point no greater than 6m in width is provided or (ii) not more than two access points with a width of 3.5m each are provided.
PO 3.7 Access points are appropriately separated from level crossings to avoid interference and ensure their safe ongoing operation.	DTS/DPF 3.7 Development does not involve a new or modified access or cause an increase in traffic through an existing access that is located within the following distance from a railway crossing: (a) 80 km/h road - 110m (b) 70 km/h road - 90m (c) 60 km/h road - 70m (d) 50km/h or less road - 50m.
PO 3.8 Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.	DTS/DPF 3.8 None are applicable.
PO 3.9 Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.	DTS/DPF 3.9 None are applicable.
Access for People with Disabilities	
PO 4.1 Development is sited and designed to provide safe, dignified and convenient access for people with a disability.	DTS/DPF 4.1 None are applicable.

Vehicle Parking Rates	
PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as: (a) availability of on-street car parking (b) shared use of other parking areas (c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared (d) the adaptive reuse of a State or Local Heritage Place.	DTS/DPF 5.1 Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant: (a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements (b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.
Vehicle Parking Areas	
PO 6.1 Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.	DTS/DPF 6.1 Movement between vehicle parking areas within the site can occur without the need to use a public road.
PO 6.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.	DTS/DPF 6.2 None are applicable.
PO 6.3 Vehicle parking areas are designed to provide opportunity for integration and shared-use of adjacent car parking areas to reduce the total extent of vehicle parking areas and access points.	DTS/DPF 6.3 None are applicable.
PO 6.4 Pedestrian linkages between parking areas and the development are provided and are safe and convenient.	DTS/DPF 6.4 None are applicable.
PO 6.5 Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.	DTS/DPF 6.5 None are applicable.
PO 6.6 Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.	DTS/DPF 6.6 Loading areas and designated parking spaces are wholly located within the site.
PO 6.7 On-site visitor parking spaces are sited and designed to be accessible to all visitors at all times.	DTS/DPF 6.7 None are applicable.
Undercroft and Below Ground Garaging and Parking of Vehicles	
PO 7.1 Undercroft and below ground garaging of vehicles is designed to	DTS/DPF 7.1 None are applicable.

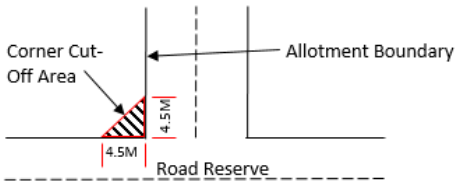
enable safe entry and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles.	
Internal Roads and Parking Areas in Residential Parks and Caravan and Tourist Parks	
PO 8.1 Internal road and vehicle parking areas are surfaced to prevent dust becoming a nuisance to park residents and occupants.	DTS/DPF 8.1 None are applicable.
PO 8.2 Traffic circulation and movement within the park is pedestrian friendly and promotes low speed vehicle movement.	DTS/DPF 8.2 None are applicable.
Bicycle Parking in Designated Areas	
PO 9.1 The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode.	DTS/DPF 9.1 Areas and / or fixtures are provided for the parking and storage of bicycles at a rate not less than the amount calculated using Transport, Access and Parking Table 3 - Off Street Bicycle Parking Requirements.
PO 9.2 Bicycle parking facilities provide for the secure storage and tethering of bicycles in a place where casual surveillance is possible, is well lit and signed for the safety and convenience of cyclists and deters property theft.	DTS/DPF 9.2 None are applicable.
PO 9.3 Non-residential development incorporates end-of-journey facilities for employees such as showers, changing facilities and secure lockers, and signage indicating the location of the facilities to encourage cycling as a mode of journey-to-work transport.	DTS/DPF 9.3 None are applicable.
Corner Cut-Offs	
PO 10.1 Development is located and designed to ensure drivers can safely turn into and out of public road junctions.	DTS/DPF 10.1 Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram: 

Table 1 - General Off-Street Car Parking Requirements

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

Class of Development	Car Parking Rate (unless varied by Table 2 onwards)

	Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.
Residential Development	
Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Group Dwelling	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Residential Flat Building	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Row Dwelling where vehicle access is from the primary street	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Semi-Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Aged / Supported Accommodation	
Retirement village	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Supported accommodation	0.3 spaces per bed.
Residential Development (Other)	
Ancillary accommodation	No additional requirements beyond those associated with the main dwelling.

Residential park	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Student accommodation	0.3 spaces per bed.
Workers' accommodation	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.
Tourist	
Caravan park / tourist park	Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation. Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation. A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.
Tourist accommodation	1 car parking space per accommodation unit / guest room.
Commercial Uses	
Auction room/ depot	1 space per 100m^2 of building floor area plus an additional 2 spaces.
Automotive collision repair	3 spaces per service bay.
Call centre	8 spaces per 100m^2 of gross leasable floor area.
Motor repair station	3 spaces per service bay.
Office	4 spaces per 100m^2 of gross leasable floor area.
Retail fuel outlet	3 spaces per 100m^2 gross leasable floor area.
Service trade premises	2.5 spaces per 100m^2 of gross leasable floor area 1 space per 100m^2 of outdoor area used for display purposes.
Shop (no commercial kitchen)	5.5 spaces per 100m^2 of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared. 5 spaces per 100m^2 of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and

	unloading, and the storage and collection of refuse are shared.
Shop (in the form of a bulky goods outlet)	2.5 spaces per 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 $100m^2$ of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point. Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-up point.
Community and Civic Uses	
Childcare centre	0.25 spaces per child
Library	4 spaces per $100m^2$ of total floor area.
Community facility	10 spaces per $100m^2$ of total floor area.
Hall / meeting hall	0.2 spaces per seat.
Place of worship	1 space for every 3 visitor seats.
Pre-school	1 per employee plus 0.25 per child (drop off/pick up bays)
Educational establishment	For a primary school - 1.1 space per full time equivalent employee plus 0.25 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a secondary school - 1.1 per full time equivalent employee plus 0.1 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any time.
Health Related Uses	
Hospital	4.5 spaces per bed for a public hospital. 1.5 spaces per bed for a private hospital.
Consulting room	4 spaces per consulting room excluding ancillary facilities.
Recreational and Entertainment Uses	

Cinema complex	0.2 spaces per seat.
Concert hall / theatre	0.2 spaces per seat.
Hotel	1 space for every 2m^2 of total floor area in a public bar plus 1 space for every 6m^2 of total floor area available to the public in a lounge, beer garden plus 1 space per 2 gaming machines, plus 1 space per 3 seats in a restaurant.
Indoor recreation facility	6.5 spaces per 100m^2 of total floor area for a Fitness Centre 4.5 spaces per 100m^2 of total floor area for all other Indoor recreation facilities.
Industry/Employment Uses	
Fuel depot	1.5 spaces per 100m^2 total floor area 1 spaces per 100m^2 of outdoor area used for fuel depot activity purposes.
Industry	1.5 spaces per 100m^2 of total floor area.
Store	0.5 spaces per 100m^2 of total floor area.
Timber yard	1.5 spaces per 100m^2 of total floor area 1 space per 100m^2 of outdoor area used for display purposes.
Warehouse	0.5 spaces per 100m^2 total floor area.
Other Uses	
Funeral Parlour	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.
Radio or Television Station	5 spaces per 100m^2 of total building floor area.

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

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

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

Class of Development	Car Parking Rate Where a development comprises more than one development type, then the overall car parking rate will be taken to be the	Designated Areas

	sum of the car parking rates for each development type.		
	Minimum number of spaces	**Maximum number of spaces**	
Development generally			
All classes of development	No minimum.	No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is: 1 space for each dwelling with a total floor area less than 75 square metres 2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres 3 spaces for each dwelling with a total floor area greater than 150 square metres. Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.	Capital City Zone City Main Street Zone City Riverbank Zone Adelaide Park Lands Zone Business Neighbourhood Zone (within the City of Adelaide) The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone
Non-residential development			
Non-residential development excluding tourist accommodation	3 spaces per 100m^2 of gross leasable floor area.	5 spaces per 100m^2 of gross leasable floor area.	City Living Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Non-residential development excluding tourist accommodation	3 spaces per 100m^2 of gross leasable floor area.	6 spaces per 100m^2 of gross leasable floor area.	Strategic Innovation Zone Suburban Activity Centre Zone Suburban Business Zone Business Neighbourhood Zone Suburban Main Street Zone Urban Activity Centre Zone
Tourist accommodation	1 space for every 4 bedrooms up to 100 bedrooms plus 1 space for every 5 bedrooms	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

	over 100 bedrooms		Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Residential development			
Residential component of a multi-storey building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone Strategic Innovation Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Residential flat building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone

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

Criteria	Exceptions
The designated area is wholly located within Metropolitan Adelaide and any part of the development site satisfies one or more of the following: (a) is within 200 metres of any section of road reserve along which a bus service operates as a high frequency public	(a) All zones in the City of Adelaide (b) Strategic Innovation Zone in the following locations: (i) City of Burnside (ii) City of Marion (iii) City of Mitcham (c) Urban Corridor (Boulevard) Zone (d) Urban Corridor (Business) Zone

transit service(2) (b) is within 400 metres of a bus interchange(1) (c) is within 400 metres of an O-Bahn interchange(1) (d) is within 400 metres of a passenger rail station(1) (e) is within 400 metres of a passenger tram station(1) (f) is within 400 metres of the Adelaide Parklands.	(e) Urban Corridor (Living) Zone (f) Urban Corridor (Main Street) Zone (g) Urban Neighbourhood Zone

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

Table 3 - Off-Street Bicycle Parking Requirements

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

Class of Development	Bicycle Parking Rate **Where a development comprises more than one development type, then the overall bicycle parking rate will be taken to be the sum of the bicycle parking rates for each development type.**
Consulting Room	1 space per 20 employees plus 1 space per 20 consulting rooms for customers.
Educational establishment	For a secondary school - 1 space per 20 full-time time employees plus 10 percent of the total number of employee spaces for visitors. For tertiary education - 1 space per 20 employees plus 1 space per 10 full time students.
Hospital	1 space per 15 beds plus 1 space per 30 beds for visitors.
Indoor recreation facility	1 space per 4 employees plus 1 space per 200m^2 of gross leasable floor area for visitors.
Licensed Premises	1 per 20 employees, plus 1 per 60 square metres total floor area, plus 1 per 40 square metres of bar floor area, plus 1 per 120 square metres lounge and beer garden floor area, plus 1 per 60 square metres dining floor area, plus 1 per 40 square metres gaming room floor area.
Office	1 space for every 200m^2 of gross leasable floor area plus 2 spaces plus 1 space per 1000m^2 of gross leasable floor area for visitors.
Pre-school	1 space per 20 full time employees plus 1 space per 40 full time children.
Recreation area	1 per 1500 spectator seats for employees plus 1 per 250 visitor and customers.

Residential flat building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 for every 10 dwellings for visitors.
Residential component of a multi-storey building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 space for every 10 dwellings for visitors.
Shop	1 space for every 300m^2 of gross leasable floor area plus 1 space for every 600m^2 of gross leasable floor area for customers.
Tourist accommodation	1 space for every 20 employees plus 2 for the first 40 rooms and 1 for every additional 40 rooms for visitors.

Schedule to Table 3

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

Waste Treatment and Management Facilities

Assessment Provisions (AP)

Desired Outcome	
DO 1	

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

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

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

PO 3.2 Access routes to waste treatment and management facilities via residential streets is avoided.	DTS/DPF 3.2 None are applicable.
PO 3.3 Litter control measures minimise the incidence of windblown litter.	DTS/DPF 3.3 None are applicable.
PO 3.4 Waste treatment and management facilities are designed to minimise adverse impacts on both the site and surrounding areas from weed and vermin infestation.	DTS/DPF 3.4 None are applicable.
Access	
PO 4.1 Traffic circulation movements within any waste treatment or management site are designed to enable vehicles to enter and exit the site in a forward direction.	DTS/DPF 4.1 None are applicable.
PO 4.2 Suitable access for emergency vehicles is provided to and within waste treatment or management sites.	DTS/DPF 4.2 None are applicable.
Fencing and Security	
PO 5.1 Security fencing provided around waste treatment and management facilities prevents unauthorised access to operations and potential hazard to the public.	DTS/DPF 5.1 Chain wire mesh or pre-coated painted metal fencing 2m or more in height is erected along the perimeter of the waste treatment or waste management facility site.
Landfill	
PO 6.1 Landfill gas emissions are managed in an environmentally acceptable manner.	DTS/DPF 6.1 None are applicable.
PO 6.2 Landfill facilities are separated from areas of environmental significance and land used for public recreation and enjoyment.	DTS/DPF 6.2 Landfill facilities are set back 250m or more from a public open space reserve, forest reserve, national park or Conservation Zone.
PO 6.3 Landfill facilities are located on land that is not subject to land slip.	DTS/DPF 6.3 None are applicable.
PO 6.4 Landfill facilities are separated from areas subject to flooding.	DTS/DPF 6.4 Landfill facilities are set back 500m or more from land inundated in a 1% AEP flood event.
Organic Waste Processing Facilities	
PO 7.1 Organic waste processing facilities are separated from the coast to avoid potential environment harm.	DTS/DPF 7.1 Organic waste processing facilities are set back 500m or more from the coastal high water mark.
PO 7.2	DTS/DPF 7.2

Organic waste processing facilities are located on land where the engineered liner and underlying seasonal water table cannot intersect.	None are applicable.
PO 7.3 Organic waste processing facilities are sited away from areas of environmental significance and land used for public recreation and enjoyment.	DTS/DPF 7.3 Organic waste processing facilities are set back 250m or more from a public open space reserve, forest reserve, national park or a Conservation Zone.
PO 7.4 Organic waste processing facilities are located on land that is not subject to land slip.	DTS/DPF 7.4 None are applicable.
PO 7.5 Organic waste processing facilities separated from areas subject to flooding.	DTS/DPF 7.5 Organic waste processing facilities are set back 500m or more from land inundated in a 1% AEP flood event.
Major Wastewater Treatment Facilities	
PO 8.1 Major wastewater treatment and disposal systems, including lagoons, are designed to minimise potential adverse odour impacts on sensitive receivers, minimise public and environmental health risks and protect water quality.	DTS/DPF 8.1 None are applicable.
PO 8.2 Artificial wetland systems for the storage of treated wastewater are designed and sited to minimise potential public health risks arising from the breeding of mosquitoes.	DTS/DPF 8.2 None are applicable.

Workers' accommodation and Settlements

Assessment Provisions (AP)

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Workers' accommodation and settlements are obscured from scenic routes, tourist destinations and areas of conservation significance or otherwise designed to complement the surrounding landscape.	DTS/DPF 1.1 None are applicable.

PO 1.2 Workers' accommodation and settlements are sited and designed to minimise nuisance impacts on the amenity of adjacent users of land.	DTS/DPF 1.2 None are applicable.
PO 1.3 Workers' accommodation and settlements are built with materials and colours that blend with the landscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Workers' accommodation and settlements are supplied with service infrastructure such as power, water and effluent disposal sufficient to satisfy the living requirements of workers.	DTS/DPF 1.4 None are applicable.

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